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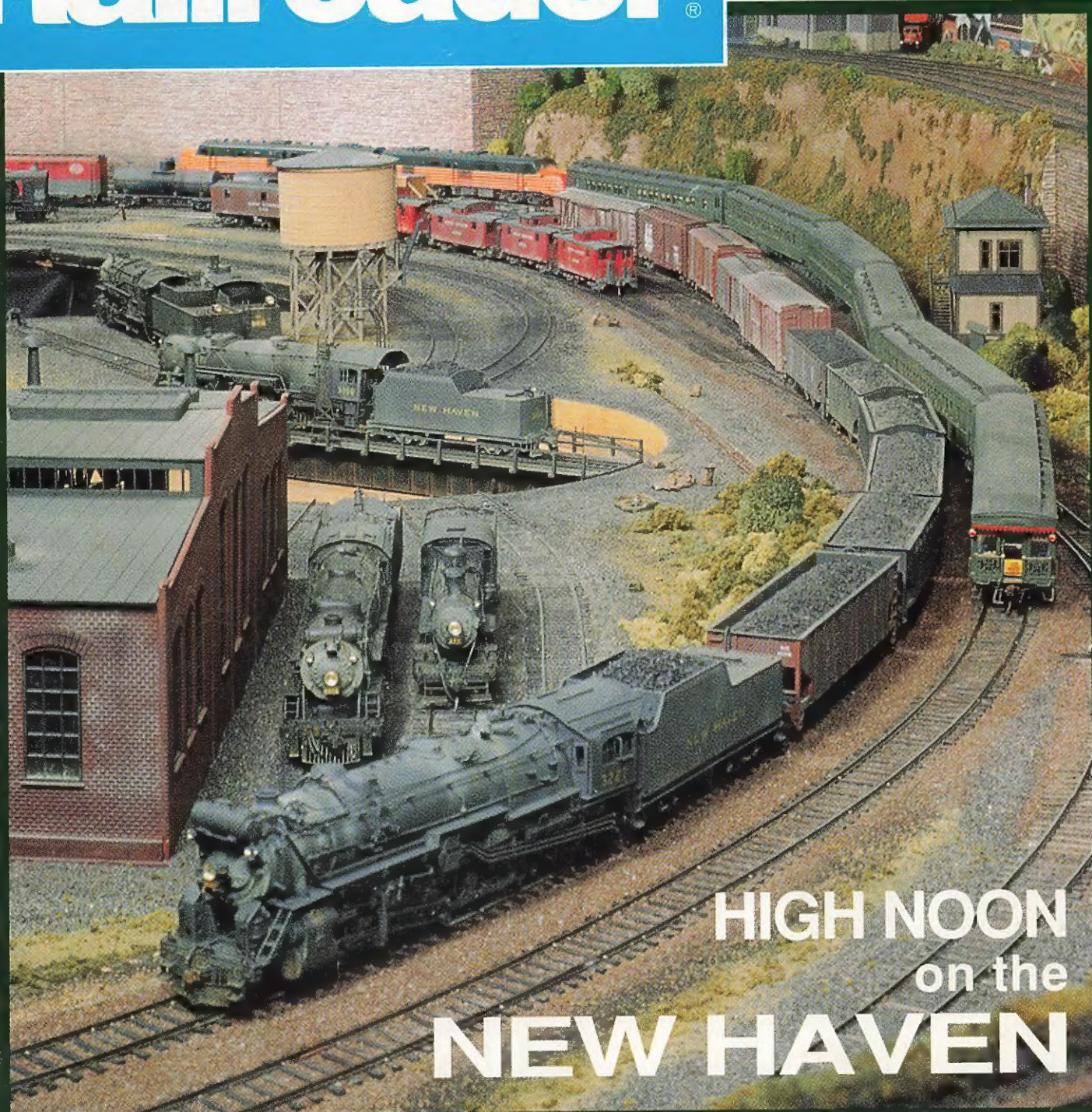
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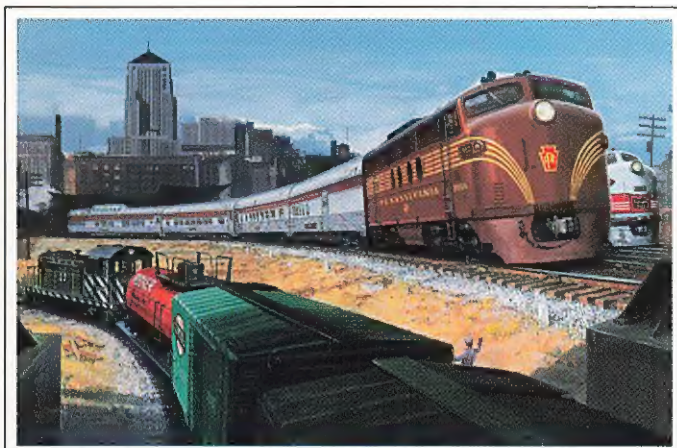


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Birth of a brass model • Weathering wood and metal



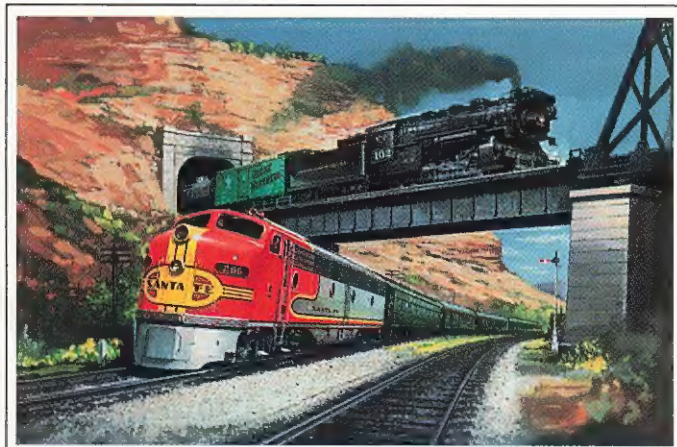
ALL AMERICAN LOCOMOTIVE PRINTS



#352 - Midwest Terminal-A streamlined passenger train departs on the main track, while a small switcher is engaged in shunting its string of freight cars.



#353 - The Union Pacific Fast Freight- The drama and grace of the UP railroad, noted for speedy freight trains pulled by multiple units of diesel locomotives, is captured in this print.



#354 - Santa Fe "War Bonnet"- This popular locomotive is shown accelerating a passenger train; while on the bridge above, a heavy steam switcher wrestles with a long cut of freight cars.



#355 - Mainline Action- The Santa Fe is a freight and passenger scheme. Also shown, a Pennsylvania Railroad FP-7 loco and a Burlington Route SD-24.

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ON THE COVER

Heavy traffic is the rule at the New Haven, Conn., yards of the New York, New Haven & Hartford RR. Here at the east throat of the yard, an L-1 2-10-2 drags a long freight bound for Providence, R. I., past the Cedar Hill roundhouse, while the parlor cars of the *Yankee Clipper* snake into the station on the way to New York City. John Pryke's HO railroad re-creates the bustling New Haven system of 1948, and he invites us into his basement to see it in his article beginning on page 80. John took all his own photographs, including our cover photo.

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Feature articles: Before preparing an article it's best to write a letter of inquiry to determine if we're interested. A writing guide and a checklist for writing construction articles are available on request from the editorial secretary. Clear, sharp photos are essential. Finished artwork is usually prepared by our artists, following the author's sketches. Articles are paid for on acceptance.

Prototype drawings: Nearly all drawings of prototype locomotives, cars, and structures are prepared by outside contributors. If you are interested, please write and ask for our guidelines on drawing. Send a sample of your work if possible. Payment is made upon acceptance.

Trackside Photos: Only model railroad subjects are used. Color photos should be original transparencies (slides), and glossy black-and-white prints should be at least 5" x 7". Payment is made upon publication.

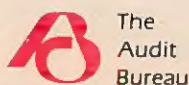
Paint Shop: Articles on painting locomotives, cars, structures, and various scenic accessories are welcome. The primary requirements are clear, sharp photographs of the finished model (color transparencies and black-and-white prints) and a brief, typewritten description of the project. Payment for such features is made upon publication. No payment is made for Ask Paint Shop questions.

Model of the Month: To qualify for the award please submit sharp photographs, either color transparencies or black-and-white prints, and a description of the work done. Winners receive a \$100 cash prize, along with a framed copy of the award page. Payment is also made for the photos used at our regular rates.

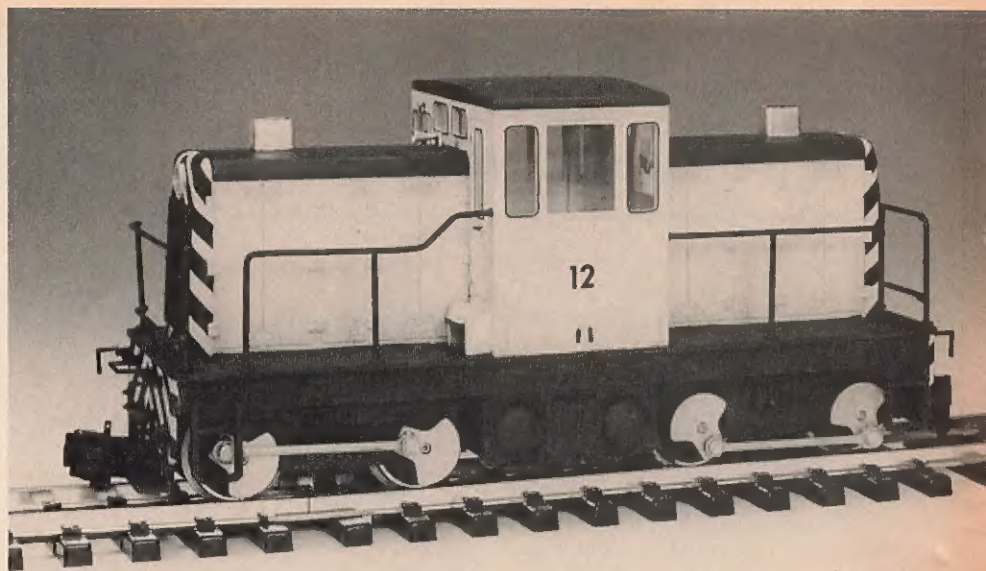
Other departments: For submitting material to departments not mentioned here, turn to the department itself and the text at the beginning for specific information.

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A note to manufacturers and suppliers: If you would like to see your products mentioned in *Product News*, *Product Reviews*, *Hobbyshop Window*, *Railroader's Library*, or *Video Library*, write or call for information.



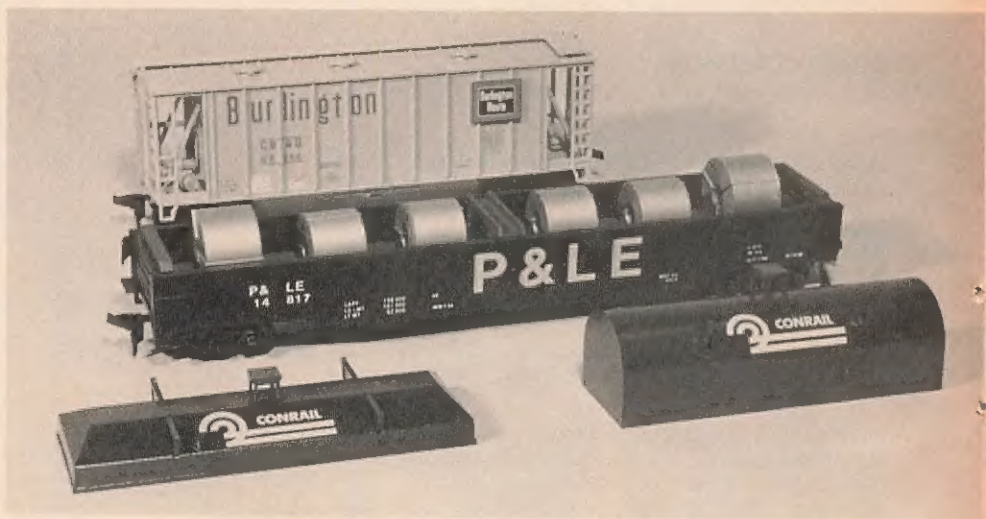
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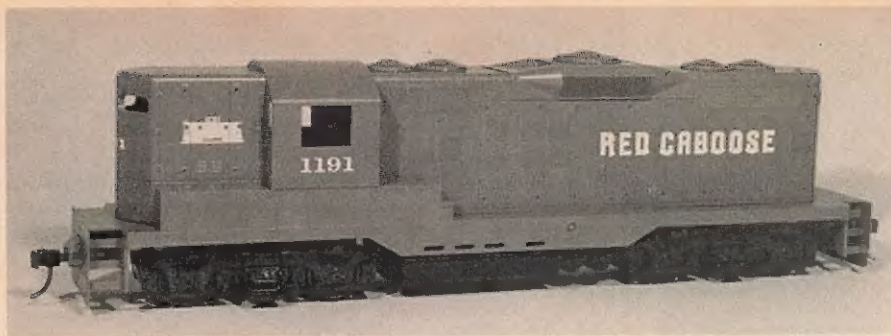
GE 45-ton diesel: Bachmann Industries Inc., 1400 E. Erie Ave., Philadelphia, PA 19124, announced production of a 1:22.5 scale General Electric 45-ton diesel switcher decorated for the Atchison, Topeka & Santa Fe, Baltimore & Ohio, and Pennsylvania RR.

Seventh annual Chicago Hobby Show report

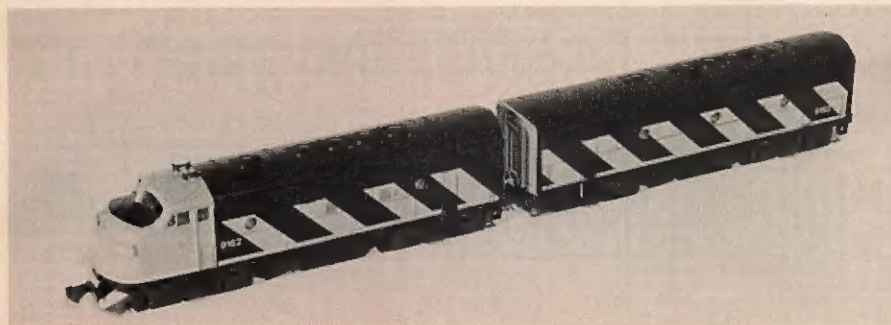
THE SEVENTH ANNUAL Chicago Model Hobby Show was held the weekend of October 31 through November 3, 1991, at the O'Hare Exposition Center in Rosemont, Ill. This combined trade and public show is jointly sponsored by the Model Railroad Industry Association and the Radio Control Hobby Trade Association. It showcases the new products of more than 350 manufacturers and importers involved in model railroading, as well as radio-controlled and static models of aircraft, motor vehicles, military equipment, and boats. Quite a few new model railroad items were introduced at this year's show, and they're highlighted here and in the following pages. — *Jim Hediger*



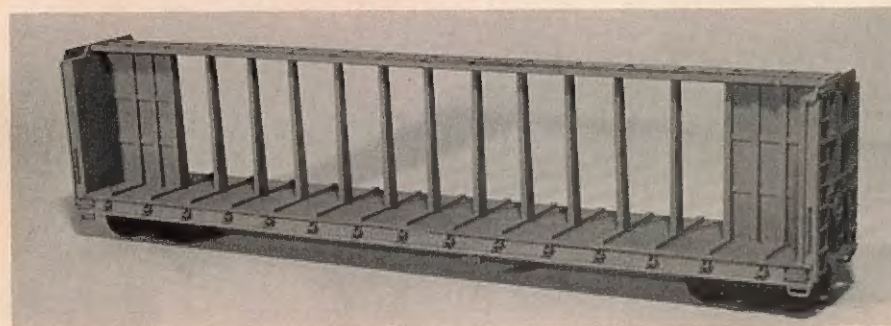
HO coil steel gondola and Airslide covered hopper: JMC International, 1025 Industrial Dr., Bensenville, IL 60106, has coil steel gondola car kits with hoods and coil loads decorated for the Atchison, Topeka & Santa Fe, Chessie System, Conrail, and Norfolk Southern. The firm has also announced production of early Airslide 2600-cubic-foot covered hoppers in 16 road names.



O gauge GP9 diesel: Red Caboose, 2828 G St., Merced, CA 95340, showed samples of the firm's styrene GP9 that features a Pittman motor, flywheels, steel wheels, and directional lighting.



N scale Canadian National F7s: Kato U. S. A. Inc., 781 Dillon Dr., Wood Dale, IL 60191, has Canadian National EMD F7A and F7B diesels painted in the modern red, gray, and black colors.



HO center-beam bulkhead flatcar: McKean Models, Box 4815, Evansville, IN 47724-0815, has announced production of open-style Thrall center-beam lumber car kits in molded styrene.



N scale ACF two-bay Center Flow covered hopper: Atlas Model Railroad Co. Inc., 378 Florence Ave., Hillside, NJ 07205, is making ready-to-run ACF two-bay Center Flow covered hoppers decorated in the ACF demonstrator color scheme as well as for the Burlington Northern, Erie-Lackawanna, Great Northern, Norfolk & Western, Seaboard System, and Union Pacific.

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Rails West '91, 64pp s.cvr.....6.50

Wheatlines & Super Freight, Vol II, color 48.50

VIDEO TAPES, VHS Add \$3.00 per order shpg.

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Great Model RR Vol 9, Cvr story Sept MR.....33.95

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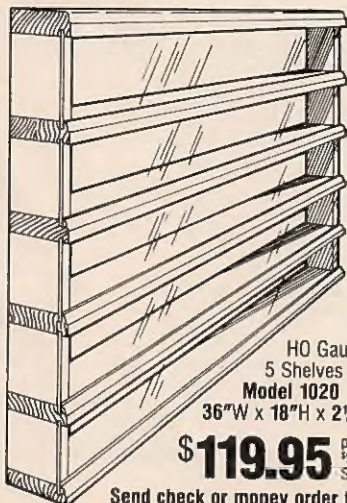
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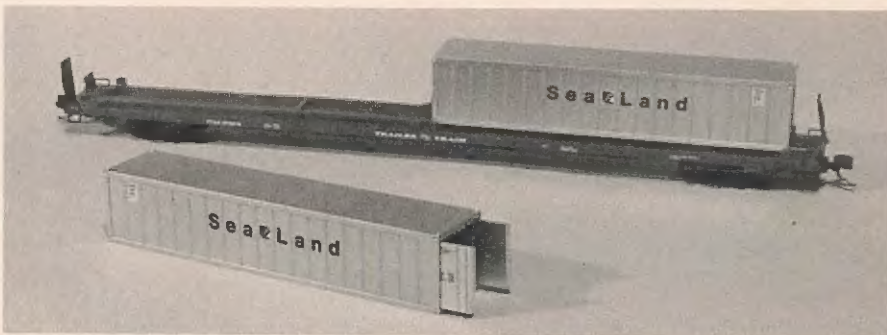
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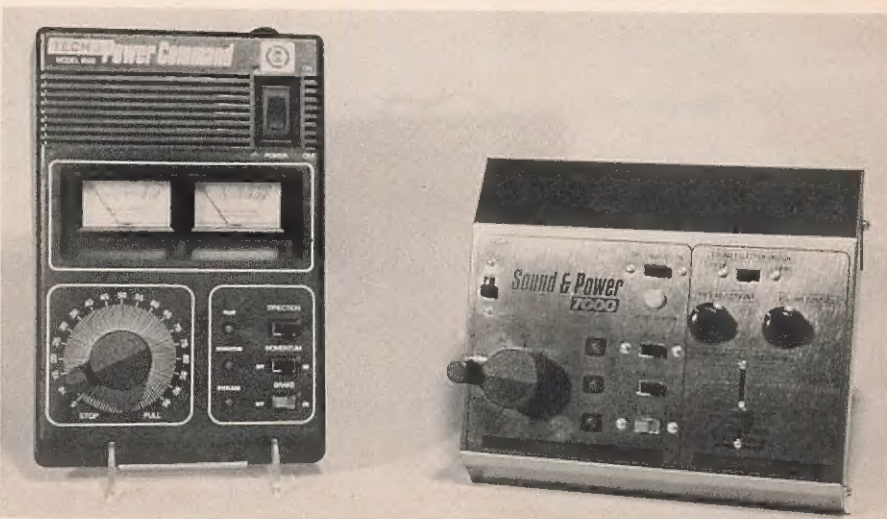
HO scale F9 diesels: Stewart Hobbies Inc., P. O. Box 341, Chalfont, PA 18914, has released EMD F9 diesels with dual headlights decorated for the Burlington Northern and the Chicago, Milwaukee, St. Paul & Pacific. The firm has also announced plans to produce FT A and B units.



HO scale double-stack intermodal car: A-Line Div. of Proto Power West, 3432 Lucero Ave., La Verne, CA 91750, announced production of styrene "Husky Stack" intermodal car kits.



N scale container flatcar: Micro-Trains Line, 720 S. Grape St., Medford, OR 97501, is making an 89-foot container flatcar with a pair of 40-foot shipping containers that have operating doors.



Multiple scales power packs: Model Rectifier Corp., P. O. Box 267, Edison, NJ 08818, displayed the new Power Command 9000 and 9500 and the Sound & Power 7000 power packs.

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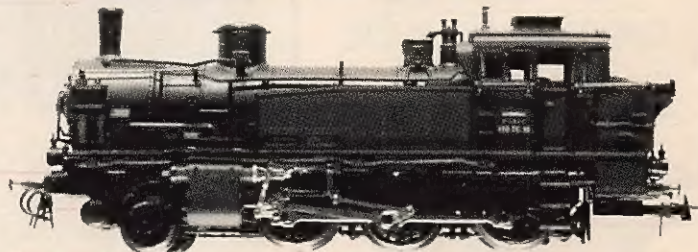
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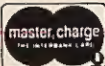
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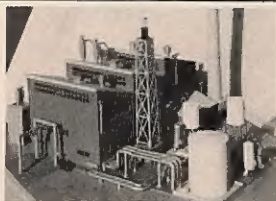
COMPUTERIZED TYPE SETTING

14 Standard Type Styles
PLUS Special Lettering Arrangements

Rail

Graphics

Large, Stamped, Self Addressed
Envelope for FREE Sample & Info
1111 Beechwood Rd.
CUSTOM DECALS Buffalo Grove, IL 60089



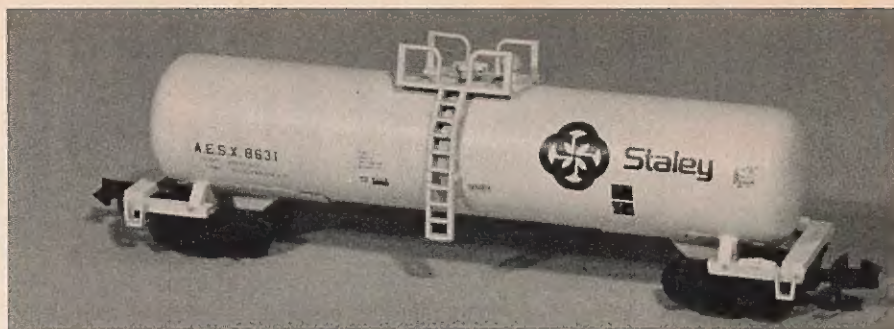
N SCALE FACTORY

This GREEN MAX KIT has all the parts and more to make the factory your layout needs! Easy to follow pictorial instructions. Fine detail. Extra tanks, piping and stacks available to expand. Only \$15.75 plus \$3.50 postage and handling per order. (OH res. add 5-3/4% sales tax)

Extra tanks and pipes GM 37-2 \$6.50
Extra stacks GN 37-3 \$6.50

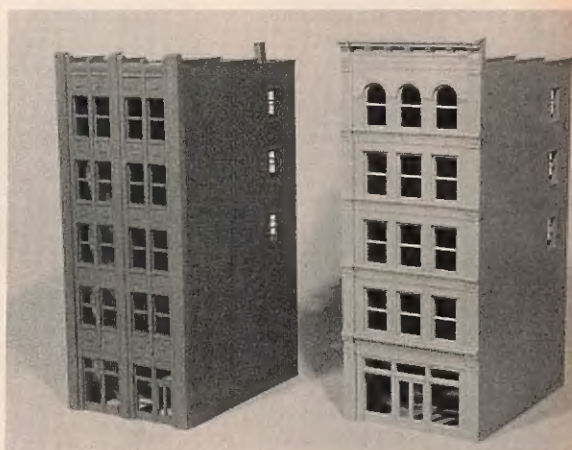
TRC MODELS

Box 13177, Fairlawn, OH 44334
TOMIX and GREEN MAX dealer

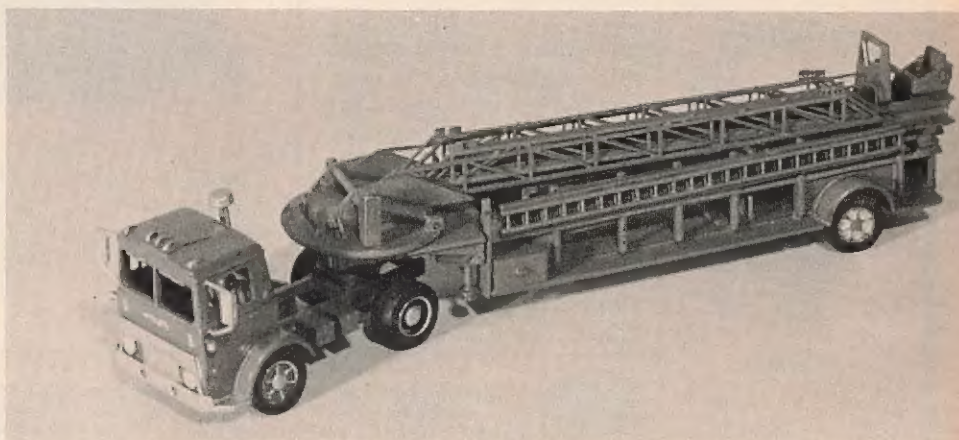
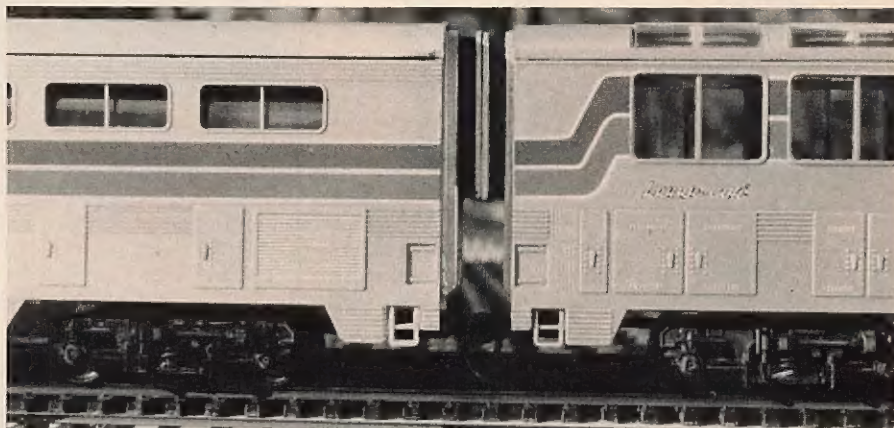


N scale tank car: Model Die Casting Inc., P. O. Box 926, Hawthorne, CA 90251, announced production of injection-molded styrene kits for a series of modern 50-foot tank cars.

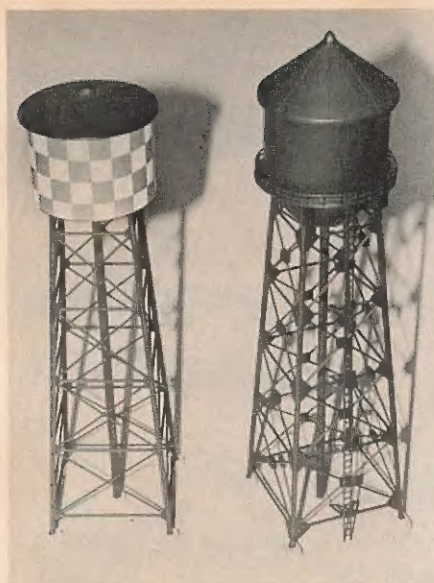
HO city structures: City Classics, P. O. Box 16502, Pittsburgh, PA 15242, has released a pair of five-story city building kits with two-piece front walls designed for kitbashing into larger structures.



HO passenger-car diaphragms and trucks: Train Station Products Div. of Quality-Wright Corp., P. O. Box 32, Dublin, OH 43017, is making diaphragms that are intended for use on Amtrak Amfleet, Horizon, Metroliner, Superliner, and Viewliner passenger cars. The firm is also producing trucks featuring built-in draft-gear boxes designed for Con-Cor Superliner cars.



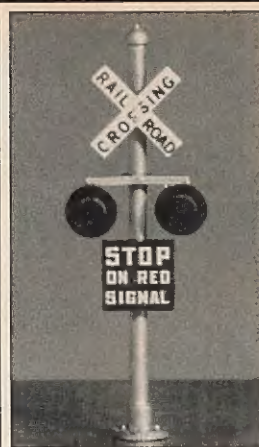
HO scale fire ladder truck: NJ International, 77 W. Nicolai St., Hicksville, NY 11801, is offering a cast white metal kit for a fire department ladder truck with a Mack "C" cab tractor.



HO water tanks: Korber Models, P. O. Box 101, Clementon, NJ 08021, markets a series of injection-molded styrene water tank kits.



Multiple scales tree kits: Woodland Scenics, P. O. Box 98, Linn Creek, MO 65052, has kits for 5- to 7-inch trees. Each kit includes enough bendable molded plastic trunks, poly fiber, and green ground foam to make seven trees.



**Now you can have
a crossing flasher
that is both scale
& affordable – HO scale**

KIT #113 2/\$15.95

**AT YOUR HOBBY SHOP OR DIRECT
ADD \$3.50 SHIPPING**



RAIL SUPPLY 7212 N. OLYMPIA • PORTLAND, OR 97203



'HO' SuperLiners Back Again!

We have recently completed a large re-run of our very popular HO Amtrak Superliner Passenger Cars. These are full 85' scale length, and come complete with metal RP-25 wheels, take only about 10 minutes to assemble. This run is the Phase II (early years) paint scheme.

Each kit retails for \$14.98 ea



- #01-000801 Coach Car
- #01-000811 Dining Car
- #01-000821 Coach-Baggage
- #01-000831 Sleeping Car
- #01-000841 Cafe-Lounge Car

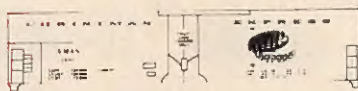
'HO' 85 Ft. Passenger Cars

We have not run our popular series of full scale 85 Ft HO passenger cars in about two years. For now we are running 9 of the most popular body styles (the 9th car, the Budd Dome/Observation will be run next spring). These cars are a 10 minute kit assembly, and come complete with RP-25 metal wheels.



Each kit retails for \$13.98 with the exception of the Amtrak cars, which are \$16.98 each.

	Regular				10/6			
Roadname:	Coach	Dome	Diner	Baggage	Reg. Obs.	Pullman	Slumbercoach	Budd Dome
Undecorated	0701	0711	0721	0741	0731	0791	0751	0781
Santa Fe	0702	0712	0722	0742	0732	0792	0752	0782
Pennsylvania	0703	0713	0723	0743	0733	0793	0753	0783
Amtrak (phase I scheme)	710E	720E	730E	750E	740E	800E	760E	790E
New York Central	0705	0715	0725	0745	0735	0795	0755	0785
Southern Ry (Silver cars)	710F	720F	730F	750F	740F	800F	760F	790F



1991 'HO' Christmas Car!

Con-Cor has been producing an annual Christmas Car since 1975, and the early cars in the series have become very valuable collectors items.

The theme of this years Christmas car is 'the Fruitcake'. We have no idea how many refrigerator cars of Fruitcakes Santa delivers every year, but is a very long train indeed.

Of course the 'Fruitcake' car is also available in HO Scale for the HO Collectors.

- #01-8713 HO Christmas 'Fruitcake' car \$ 8.98
- #01-8714 N Christmas 'Fruitcake' car \$ 8.98

HO 54' Gondola

(With Scrap Metal Load) \$7.98 ea car

Novel car which includes a bunch of locomotive parts on the way to the scrap dealer. (Sideframes, bells etc.)

- #01-9028 Alaska Railroad (Blue car/Yellow print)
- #01-9029 Wisconsin Central (Black car, White print)
- #01-9030 Montana Rail Line (Blue car, white/red print)
- #01-9031 Central Ry of New Jersey (Green car, gold print)

Dealers: Sold Thru over 20 Wholesalers coast to coast
Call 602-721-8939 for nearest wholesaler
No Local dealer? You may order direct with check, Visa or Master Card. Add \$3.50 to all orders for handling.



HO Diesels: New Roadnames:

Our new GP-38 and GP-40 diesels are selling well, especially the new road paint schemes not available from anyone else.

NOTE: The GP-38 Hi-Nose tooling has been revised to correct the missing window problem!!! All new units have the correct windows! All locos \$74.98 ea

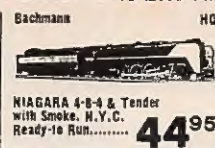
- #15-1018 Wisconsin Central GP-40 Cab #3011
- #15-1019 Wisconsin Central GP-40 Cab #3005
- #15-1020 CSX GP-40, new blue/gray/yellow Cab #6503
- #15-1021 CSX GP-40, new blue/gray/yellow Cab #6556
- #15-1022 Sou. Pacific GP-40 (new Flying SP logo) #7130
- #15-1023 Sou. Pacific GP-40 (new Flying SP logo) #7129
- #15-2020 Conrail (new white side sill scheme) Cab #7752
- #15-2021 Conrail (new white side sill scheme) Cab #7783
- Following are all Hi-Nose GP-38 (revised tooling)
- #15-3002 Norfolk Southern (horse logo), Cab #2743
- #15-3003 Norfolk Southern (horse logo), Cab #2762
- #15-3004 Norfolk & Western (black/white) Cab #4112
- #15-3005 Norfolk & Western (black/white) Cab #4155
- #15-3006 Pennsylvania Ry (Brunswick green) Cab #2381
- #15-3007 Pennsylvania Ry (Brunswick green) Cab #2385

**Con-Cor International
PO Box 328, Bensenville, Illinois 60106**

Special of the Month



Mantua
ARTICULATED LOGGER
2-6-2 KIT.....**59.95**



Mantua
NIAGARA 4-8-4 Tender
with Smoke, N.Y.C.
Ready-to Run.....**44.95**



The Enchanted
FOREST
50 Assorted
Bushes, Trees &
a Bag of Lichen.
17.95



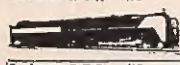
AMERICA'S HOBBY CENTER, INC.

146-R WEST
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NEW YORK, N.Y.
10011-2466

Life-Like Ready-to-Run HO



Bachmann 0-4-0 DOCKSIDE
Steam Loco
12.95



Bachmann R-T-R HO
NIAGARA 4-8-4
52' Tender with
Smoke
49.95



Bachmann R-T-R HO
OVERLAND 4-8-4
w/52' Tender and
Smoke UP
49.95



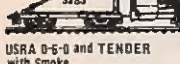
Bachmann R-T-R HO
CONSOLIDATION 2-8-0
w/Tender & Smoke
36.95



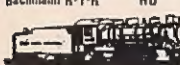
Bachmann R-T-R HO
AMERICAN 4-4-0
w/Tender
29.99



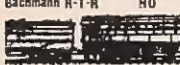
Bachmann R-T-R HO
AMERICAN 4-4-0
Jupiter w/Tender
29.99



Bachmann R-T-R HO
USRA 0-6-0 and TENDER
with Smoke
25.95



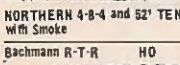
Bachmann R-T-R HO
PRAIRIE 2-6-2 and
FULL SIZE TENDER
with Smoke
29.88



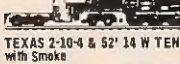
Bachmann R-T-R HO
DAYLIGHT GS4 4-8-4 and 48'
TENDER
58.95



Bachmann R-T-R HO
NORTHERN 4-8-4 and 52'
TENDER with Smoke
54.95



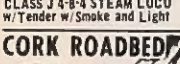
Bachmann R-T-R HO
TEXAS 2-10-4 and 52' 14 W
TENDER with Smoke
54.95



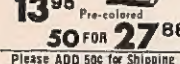
Bachmann R-T-R HO
CLASS J 4-8-4 STEAM LOCO
w/Tender w/Smoke and Light
59.95



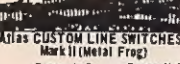
Bachmann R-T-R HO
CORCORAN 4-8-4 STEAM LOCO
w/Tender w/Smoke and Light
59.95



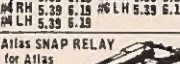
Bachmann R-T-R HO
CORCORAN 4-8-4 STEAM LOCO
w/Tender w/Smoke and Light
59.95



Bachmann R-T-R HO
CORCORAN 4-8-4 STEAM LOCO
w/Tender w/Smoke and Light
59.95



Bachmann R-T-R HO
CORCORAN 4-8-4 STEAM LOCO
w/Tender w/Smoke and Light
59.95



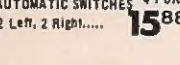
Bachmann R-T-R HO
CORCORAN 4-8-4 STEAM LOCO
w/Tender w/Smoke and Light
59.95



Bachmann R-T-R HO
CORCORAN 4-8-4 STEAM LOCO
w/Tender w/Smoke and Light
59.95



Bachmann R-T-R HO
CORCORAN 4-8-4 STEAM LOCO
w/Tender w/Smoke and Light
59.95



Bachmann R-T-R HO
CORCORAN 4-8-4 STEAM LOCO
w/Tender w/Smoke and Light
59.95

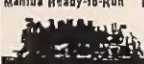
Mantua Ready-to-Run HO



Mantua Ready-to-Run HO
CAMELBACK 2-8-2 and
TENDER
66.95



Mantua Ready-to-Run HO
2-6-2 MALLET
with TENDER
109.95



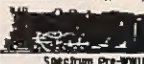
Mantua Ready-to-Run HO
LOGGING MALLET
2-6-2
99.95



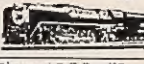
MDC Roundhouse Kit
4-4-2 ATLANTIC
w/Tender
51.95



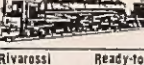
MDC Roundhouse Kit
2 TRUCK
SHAY
44.95



MDC Roundhouse Kit
K-4 PACIFIC
Pennsylvania
54.95



MDC Roundhouse Kit
4-8-4 FEF 3
UNION PACIFIC
Ready-to-Run
209.95



MDC Roundhouse Kit
CAB FORWARD
with TENDER
214.95



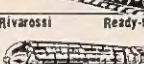
MDC Roundhouse Kit
2 TRUCK
HEISLER
124.95



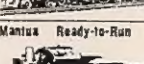
MDC Roundhouse Kit
3 TRUCK
HEISLER
139.95



MDC Roundhouse Kit
2-8-2
MIKADO
149.95

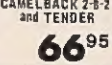


MDC Roundhouse Kit
STREAMLINE
HUDSON NYC and SF
159.95



Mantua Ready-to-Run HO
B-8-A SWITCHER
Ready-to-Run
44.95

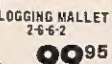
Rivarossi Ready-to-Run HO



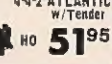
Rivarossi Ready-to-Run HO
Boston & Albany
HUDSON
109.95



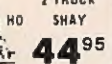
Rivarossi Ready-to-Run HO
NEW YORK CENTRAL HUDSON
4-6-4 Class J3A
164.95



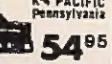
Rivarossi Ready-to-Run HO
4-6-2 USRA
HEAVY PACIFIC
w/Tender
159.95



Rivarossi Ready-to-Run HO
GE 70 TON
SWITCHER
29.95



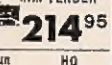
Rivarossi R-T-R HO
EMD GP9
with Flywheel
18.95



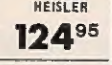
Rivarossi R-T-R HO
GP50 DIESEL
Powered
21.95



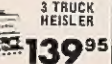
Rivarossi R-T-R HO
EMD GP35
w/Flywheel
18.95



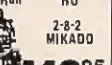
Rivarossi R-T-R HO
PA1 Diesel w/flywheel
26.49



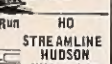
Rivarossi Ready-to-Run HO
RS-1
51.95



Rivarossi Ready-to-Run HO
Bachmann Plus
28.95



Rivarossi R-T-R HO
BQ32-7 LOCO
Ready-to-Run
Flywheel Drive
41.95

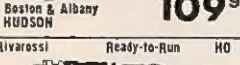


Rivarossi Ready-to-Run HO
ALCO CENTURY
425 DIESEL
41.95

Atlas Ready-to-Run HO



Atlas Ready-to-Run HO
ALCO RS-1
New Roads
59.95



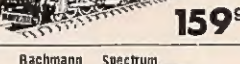
Atlas Ready-to-Run HO
DD40X 16 Wheel
Diesel
29.95



Atlas Ready-to-Run HO
'SPECTRUM'
GP-30 DIESEL
26.95



Atlas Ready-to-Run HO
'SPECTRUM'
44 TON DIESEL
SWITCHER
24.88



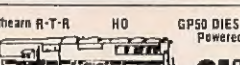
Atlas Ready-to-Run HO
ALCO FA-2
Diesel Loco
13.95



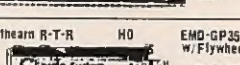
Atlas R-T-R HO
ROC Powered
Dummy
14.95



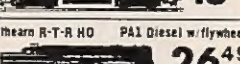
Atlas R-T-R HO
GP-1 2CC2
ELECTRIC
8.95



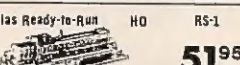
Atlas Life-Like Ready-to-Run HO
GP-38-2
DIESEL
37.95



Atlas Life-Like Ready-to-Run HO
HO F40 PH DIESEL Amtrak
Ready-to-Run
17.95



Atlas Ready-to-Run HO
ALCO S4
57.95



Atlas Ready-to-Run HO
EMD FP-7
65.99

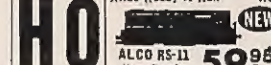


Atlas Ready-to-Run HO
SD-40 DIESEL
79.99

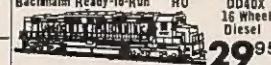


Atlas Ready-to-Run HO
EMD F40PH
Spectrum Diesel
33.95

Famous Make HO CARS.....Ready-to-Run.....



Famous Make HO CARS.....Ready-to-Run.....
From \$3.00 to \$3.50 VALUE. With
NMRA Couplers. Our Choice of Road-
names.....**1.89**
EACH



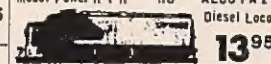
Famous Make HO CARS.....Ready-to-Run.....
Gondola
1.89



Famous Make HO CARS.....Ready-to-Run.....
Reefer
1.89



Famous Make HO CARS.....Ready-to-Run.....
Hopper Car
1.89



Famous Make HO CARS.....Ready-to-Run.....
Tank Car
1.89



Famous Make HO CARS.....Ready-to-Run.....
Cable Car
1.89



Famous Make HO CARS.....Ready-to-Run.....
60 Foot MHC FOOD HANDLING
CAR
26.95



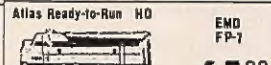
Famous Make HO CARS.....Ready-to-Run.....
R-T-R Amtrak Set of 3
26.95



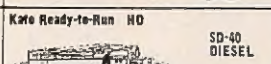
Famous Make HO CARS.....Ready-to-Run.....
Old Time Combine
16.49



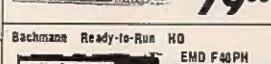
Famous Make HO CARS.....Ready-to-Run.....
2 Old Time COACHES and 1 Old Time COMBINE
16.49



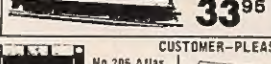
Famous Make HO CARS.....Ready-to-Run.....
Bachmann 85' Budd AMTRAK FLEET
COACH. Lighted..... Ready-to-Run....
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Famous Make HO CARS.....Ready-to-Run.....
Bachmann 85' FULL DOME PASSENGER
CAR. Unlighted. Ready-to-Run....
10.49



Famous Make HO CARS.....Ready-to-Run.....
Con-Cor 'HO' SUPERLINERS..... Kit.....
13.25
EACH



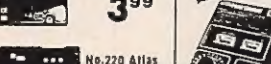
Famous Make HO CARS.....Ready-to-Run.....
ANTRAK ONLY. Coach, Diner, Coach-Baggage,
Sleeper, Lounge-Cafe.....
13.25
EACH



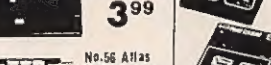
Famous Make HO CARS.....Ready-to-Run.....
Model Power
13.25
EACH



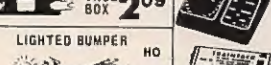
Famous Make HO CARS.....Ready-to-Run.....
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Coaches and an Observation...
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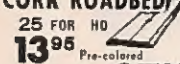


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Atlas Ready-to-Run HO NEW
RS-1 DIESEL
59.95

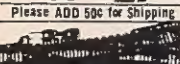


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Bachmann Ready-to-Run HO
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CAR. Powell and Mason
Streets Classic Collector Series.
Authentic HO Scale.....
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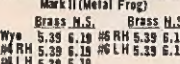
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RH LH 5.39 6.19
RH LH 5.39 6.19



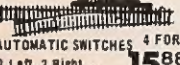
Atlas SNAP RELAY
for Atlas
Switches
HO
5.19



Atlas RH or LH Remote
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HO
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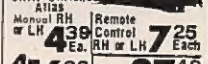


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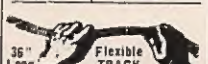


Automatic Switches 4 FOR
2 Left, 2 Right....
15.88

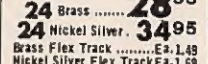
SNAP Switches



SNAP Switches Manual RH or LH
4.39 Remote Control RH or LH
7.25 Each
4 for 16.88 4 for 27.49



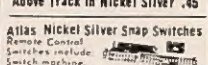
Flexible TRACK
36" Long
HO
28.95



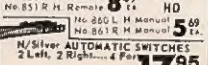
24 Brass 24 Nickel Silver. Brass
Flex Track.....Ea. 1.49
Nickel Silver Flex Track Ea.
1.69
Please ADD 50¢ for Shipping



HO BRASS SNAP TRACK
Switches include: 24 Brass
24 Nickel Silver. Brass Flex
Track.....Ea. 1.49
Nickel Silver Flex Track Ea.
1.69
Please ADD 50¢ for Shipping

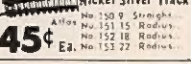


Atlas Nickel Silver Snap Switches
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24 Nickel Silver. Brass Flex
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Nickel Silver Flex Track Ea.
1.69
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N scale new: Six more Arnold 36-foot tank cars have been introduced by Wm. K. Walther's Inc., P. O. Box 18676, Milwaukee, WI 53218: General American Tank Car Co., Humble Oil, Interstate Fuel & Oil, Shell Oil, Texaco, and Union Tank Line. They go with the firm's Interstate Fuel & Oil kit.

MR product news

HO scale new: Accurail Div. of Accurate Finishing Inc., P. O. Box 1202, Elburn, IL 60119, makes injection-molded plastic 40-foot double-door boxcar kits in 21 road names; 40-foot, single-door boxcars in 20 road names; a three-pack of Atchison, Topeka & Santa Fe 40-foot boxcars with name train slogans; and four limited-run covered hoppers (sold through Walther's only): Burlington Northern, Sands of Iowa, Union Pacific, and Valley Bean Growers.

Alamosa Car Shops, Goldline Products, P. O. Box 1722, Bellaire, TX 77402, offers a craftsman kit that builds into two HO-n3 Denver & Rio Grande Western 6000-series flatcars. The kit includes

preassembled wood bodies, wire grab irons, Grandt Line trucks and details, Kadee couplers, and Microscale decals.

Atlas Model Railroad Co. Inc., 378 Florence Ave., Hillside, NJ 07205, has released Alco diesels in new paint schemes: RS-3s in Canadian Pacific, Great Northern, New Haven, Ontario Northland, and Rock Island; RSD-4/-5s in Atchison, Topeka & Santa Fe, Pennsylvania RR, and Southern Pacific; and RS-11s in Delaware & Hudson, Lehigh Valley, New York, Chicago & St. Louis (Nickel Plate), and Seaboard Coast Line.

C&BT Car Shops, 150 12th St., New Kensington, PA 15068, has announced production of injection-molded plastic kits for Santa Fe Refrigerator Dept. (Atchison, Topeka & Santa Fe) refrigerator cars in classes RR-19, RR-23, RR-25, RR-27, RR-28, and RR-32 with

paint schemes from the 1930s, 1940s, and 1950s.

Custom Rail Div. of Windmill Hobbies, P. O. Box 460, Batavia, IL 60510, makes undecorated scale 89-foot piggyback flatcars and bi-level auto rack car kits. Painted cars and a tri-level version of the auto rack will follow.

Detail Associates, P. O. Box 5357, San Luis Obispo, CA 93403, has released a number of diesel locomotive parts, including the nos. 701 detail kit for Stewart F-series A units, 702 detail kit for Stewart F-series B units, 2216 curved grab irons, 2604 Western Pacific GP35/40 number boards, and 3203 GP35 air reservoirs. Additional car details are the nos. 6217 curved grab iron for tank cars, 6218 ACF round covered hopper hatches, 6226 Enterprise drop door chains, 6227 AB brake set, and 6605 scale 36" passenger car grab irons.

English's Model Railroad Supply Div. of Bowser Mfg. Co., P. O. Box 322, Montoursville, PA 17754-0322, has Athearn 40-foot boxcar kits decorated for the Atlantic Coast Line; Baltimore & Ohio (also with Sentinel Service or Timesaver); Chicago & North Western (Challenger or 400); Denver & Rio Grande Western (Cookie Box); Florida East Coast; Great Northern; Illinois Central; Lehigh Valley; Reading; Spokane, Portland & Seattle; Toledo, Peoria & Western; and Union Pacific.

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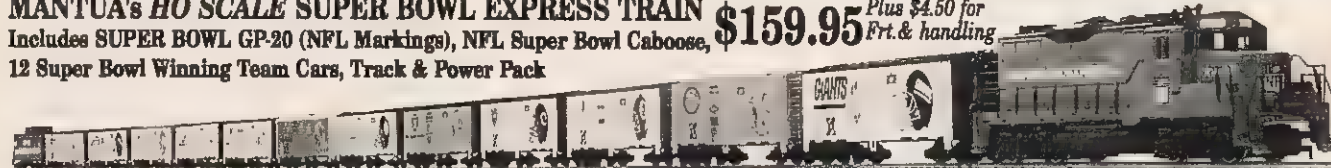


Set includes a 4-6-0 steam loco with overheadlight, smoke and speed synchronized steam sound, coal tender with three cars, Ten piece graduated trestle set, 24 Tel.Poles & signs, UL approved power pack, 16 running feet of steel track and instruction manual. **PLUS BACHMANN'S LIFETIME LIMITED WARRANTY!**

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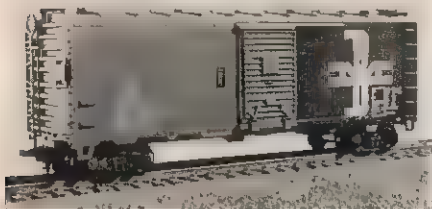
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ES Products, 2065 Lakeshore Dr., Carson City, NV 89704, has introduced a palm-sized infrared throttle and direction control designed as an add-on accessory to convert ordinary power packs to wireless remote control.

Great Train Stores, 17101 Preston Rd., Suite 250, Dallas, TX 75248, is selling Hornby train sets based on train characters in the popular PBS television series "Shining Time Station": Thomas the tank engine (0-6-0T) passenger train, Percy (0-4-0T) shunter freight, Gordon (4-6-2) passenger train, and James (2-6-0) passenger set. Call 1-800-833-6128 for more information.



Minuteman Paint Shop, 110 Bush Hill Rd., Pelham, NH 03076, produces a line of New England freight cars with decal lettering, including a 40-foot Boston & Maine McGinnis-era boxcar. Send a stamped (52 cents), self-addressed envelope for a list and prices.

Model Railroad Supply, 5660 N. Quail Ln., Middletown, IN 47356-9801, is offering a number of Monon RR freight car decal sets that include dimensional data and sufficient material for three cars. Number 300 is for 1940s (prewar) cars lettered in white, no. 301 features white lettering from the postwar era (including "The Hoosier Line" slogan in black), and no. 302 has 1960s modern-era black graphics. Send a stamped, self-addressed envelope for a price list and catalog sheet.

MTS Imports Inc., P. O. Box 50, Middletown, NY 10940, has announced plans to import brass models of the Reading Crusader 4-6-2 Pacific and a set of matching cars.



Precision Scale Co., 3961 Hwy. 93 N., Stevensville, MT 59870, has released injection-molded styrene kits with decals for an HO#3 Denver & Rio Grande Western 30-foot refrigerator car. The firm is also making Leslie three-chime air horns and EMD roof-mount bells cast in brass or styrene.

Sunset Models, 138 W. Campbell Ave., Campbell, CA 95008, is importing brass models of Atchison, Topeka &

McKean Models

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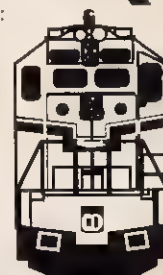
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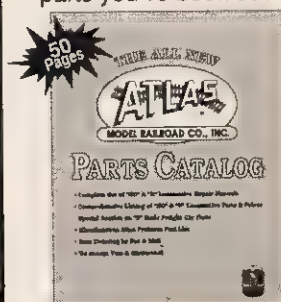
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Santa Fe 3160- and 4000-class 2-8-2 Mikados in five different versions.



Wm. K. Walthers Inc., P.O. Box 18676, Milwaukee, WI 53218, is adding the O. L. King & Sons Coal Yard to the firm's line of molded styrene Cornerstone kits. A limited run of Peabody twin hoppers and a Diamond T coal truck will be offered as coal yard accessories, and a 1930 rocket car is the latest circus item.

N scale new: Con-Cor, 1025 Industrial Dr., Bensenville, IL 60106, is marketing Budd Rail Diesel Cars in three-car sets that include a powered RDC-2 baggage-coach and two RDC-1 coaches. The sets are made undecorated (silver) or decorated for Amtrak; Atchison, Topeka & Santa Fe; and Pennsylvania RR. The firm is also making bi-level commuter sets (one cab car and two coaches) with corrugated-side cars decorated for Amtrak; Atchison, Topeka & Santa Fe; and Chicago, Milwaukee, St. Paul & Pacific; a smooth-side set comes in Chicago & North Western colors.

Microscale Industries Inc., P.O. Box 11950, Costa Mesa, CA 92627, has new decal lettering sets: nos. 60-174 old-time billboard refrigerator cars; 60-614 Conrail GE diesels (1970-91); 60-631 Burlington Northern 20th anniversary GP38; 60-634 intermodal containers; 60-635 Union Pacific lightweight passenger car names; 60-636 UP heavy-

weight car names; 60-637 Atchison, Topeka & Santa Fe Super Fleet General Electric Dash 8-40BW diesels; and 60-639 Louisville & Nashville Alco FA and RS-3 diesels.



Precision Masters Inc., P.O. Box 28094, Lakewood, CO 80228, has just introduced Pullman-Standard 16-post, 4740-cubic-foot covered hoppers decorated in Burlington Route's light gray, with red, white, and black graphics and Colorado & Southern reporting marks.

Wm. K. Walthers Inc., P.O. Box 18676, Milwaukee, WI 53218, has released kits for Interstate Fuel & Oil and the Shady Junction structure group as part of the firm's Cornerstone series. Six more Arnold 36-foot tank cars are also available: General American Tank Car Co. (GATX), Humble Oil, Interstate Fuel & Oil, Shell Oil, Texaco, and Union Tank Line (UTLX).

In the news: At the Model Railroad Industry Association's general membership meeting, Fred Hamilton, the advertising sales manager for MODEL RAILROADER and *Classic Toy Trains* Magazines, received the organization's Man of the Year Award. This award, which is sponsored by the National Model Railroad Association, recognizes Fred's efforts to promote membership and interest in the NMRA during the past year. Fred's major achievement was to obtain funding for the NMRA membership solicitation form that ran in the November 1991 issues of MR and *Railroad Model Craftsman*.

Correction: The review of the HO scale C. C. Crow structures (November 1991 MR) contained two price errors. The Southern Ry. freight house sells for \$48, and the brown box version of the Northern Pacific roundhouse is \$87.50. We hope this hasn't caused any difficulty.

CLIFF ROBINSON: 1913-1991

Cliff Robinson, friend and mentor to many well-known model railroaders past and present, died on October 3, 1991, after a lengthy battle with cancer. He is survived by his wife, Mary, daughter Fran, son Jack, and five grandchildren. He was 78.

Cliff wrote a few articles for MODEL RAILROADER in the 1950s, and his HO railroad, the Marquette Union Terminal, was featured in MR more than once — most recently in June of 1978. He helped to establish the National Model Railroad Association in its formative years, and was one of the founders of the NMRA's Lone Star Region.

Cliff might have been better known than he was, but he never wanted to be in the limelight and rarely took credit for his accomplishments. An innovator all his life, Cliff was the creator or motivator of many "firsts" in our hobby. He made contributions in such diverse areas as layout design, operation, control systems, locomotive performance, layout room esthetics, and computer applications. Preferring an advisory role in the background, Cliff delighted in the achievements of his friends.

Cliff was a special person. His advice was sought by more people than I'll ever know, and he had the knack of making anyone he spoke to feel like the most important person in the world. Cliff's only weakness was that he gave far more than he ever received. His influence is still with us, but we'll miss him a lot. — Keith Gutierrez

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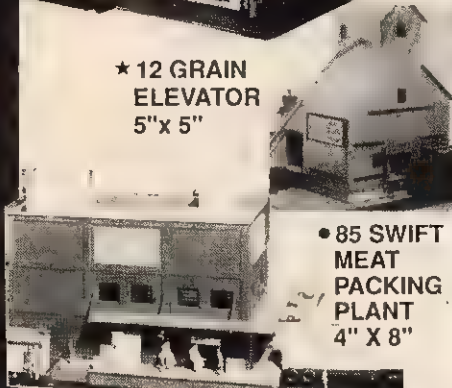
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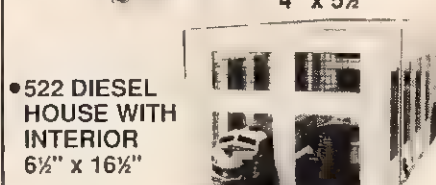
★ 4 BUCKHORN
MINE ORE
PLANT
6"x 6"



• 73 MAIN
STREET
STATION
BUILDING
10"X 12"



• 75 TRIANGLE
CAFE WITH
INTERIOR
4" x 5 1/2"



• 522 DIESEL
HOUSE WITH
INTERIOR
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• 83 SUNKIST
CITRUS
EXCHANGE
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★ 22 AMERICAN
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& POTASH CO.
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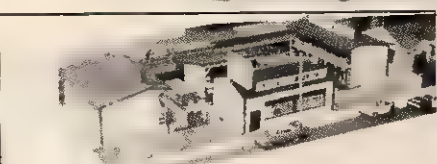
★ 23 AMERICAN
CHEMICAL &
POTASH ANNEX
6' x 14"



★ 24 WYOMING
COAL
MINE
5" x 10"



• 88 BEKINS
STORAGE
WAREHOUSE
6" x 15"



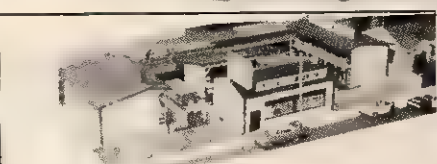
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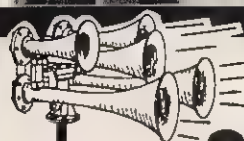
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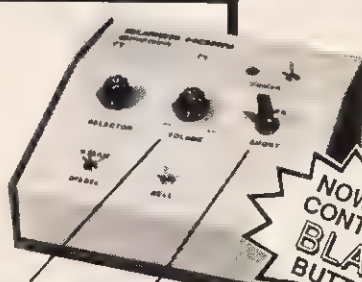
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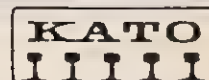
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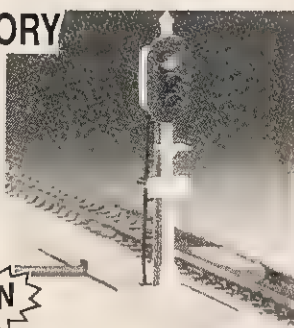


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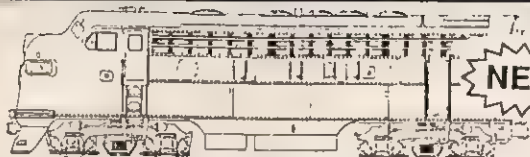
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213	Burlington Northern	Green/Black	A	Dual	732
101	Burlington Northern	Green/Black	B		751
091	Canadian National	Orange/Gray/Black	A	Single	9162
092	Canadian National	Orange/Gray/Black	A	Single	9165
102	Canadian National	Orange/Gray/Black	B		9193
093	Pennsylvania	Burnswick Green	A	Single	9646
094	Pennsylvania	Burnswick Green	A	Single	9661
103	Pennsylvania	Burnswick Green	B		
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215	Southern Pacific	Gray/Red	A	Dual	9396
104	Southern Pacific	Gray/Red	B		8303
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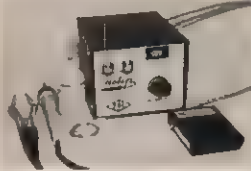
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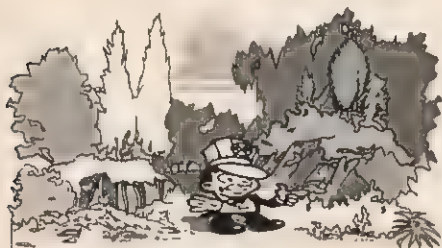
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Letters that provide interesting comments on recent articles or your views on model railroading are welcome here. Write "To the Editor" at the top of your letter and mail it to MODEL RAILROADER Magazine, 21027 Crossroads Circle, P. O. Box 1612, Waukesha, WI 53187. Not all letters received can be printed or answered.

Enjoyed "Town between tunnels": I particularly enjoyed the story on the Heritage Park HO layout in the November 1991 issue. Most model railroads belong to individuals or clubs with limited visibility to the public, so the Berkshire Model Railroad Club is to be congratulated for building a display layout for the Heritage Park Museum in North Adams, Mass.

The size of the layout indicates careful planning — large enough to capture the feel of the town in the 1950s, while small enough to be completed in a reasonable time. The fine scenery and many kitbashed and scratchbuilt structures based on the prototype allowed many of the members to actively participate in the construction of the layout. The results show the high level of modeling skills present in the club.

The construction of a museum layout is certainly worthwhile, and I hope that Lou Sassi's article will encourage other clubs to consider similar projects.

I also enjoyed the articles on popcorn scenery, the visit to Kato, and the use of Super Sculpture to make stone walls. Mr. Hodge's techniques were creative and effective and should become popular with many model railroaders. — *Bill Kennedy, Muncie, Ind.*

Modeling history: The article "A town between tunnels" and Tony Koester's Trains of Thought in the November 1991 MODEL RAILROADER should be good inspiration for modelers to re-create scenes from railroading's past.

Ideally, such efforts should be on permanent public display, not hidden in someone's basement. Most towns today

have some sort of historical museum. Here in New England, there are many 19th-century three-story brick schoolhouses that have been or can be converted to museum use. Most of them have an unobstructed room covering the entire third floor. Once the gymnasium, these rooms are an ideal place for a model railroad.

Through museum work I've found that the general public is still quite fascinated with trains and railroads, both full-size and miniature. By presenting model railroading as a three-dimensional art form that re-creates history, we can lose some of that negative image of being middle-aged adolescents trying to recapture lost childhood by playing with trains in the basement.

For public viewing, we must have generous aisle spaces, handicapped access, protection from overzealous children, climate and dust control, and adequate lighting (day/night effects are impressive). Sound effects and computer control add to the experience; the layout must operate with few flaws.

A proper historical layout designed for public viewing will cost somewhat more than we're used to, but under the umbrella of a nonprofit organization, it becomes eligible to receive tax deductible donations of both materials and money, as well as private and public grant funding. There should even be a good quantity of model railroad supplies and equipment that might be donated, leftovers from individual "dream" layouts that never got built.

When we build free-lance railroads, patterned after our own individual or collective whims, people ooh and ah briefly, but privately they think that we should "get a life." When we build a scale model of an actual historic scene and interpret it for all to see, enjoy, and learn from, they start to view us as serious historians.

Here's hoping every town that once had a railroad can turn back the clock in miniature form soon. — *Bob Yarger, News Editor, Locomotive & Railway Preservation Magazine, Richmond, Vt.*

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Hoosac nits: I must say that the Heritage Park HO layout far more closely represents the 1960s than the 1950s. I worked at North Adams tower in the early 1950s and later as the West End train dispatcher controlling the same territory. At that time the Boston & Maine main line was still double-track all the way from East Deerfield to Mechanicville. When it was single-tracked it was at first — and for some time — the Hoosac tunnel only.

In the picture that's on page 85 of the November 1991 issue of *MODEL RAILROADER*, the tunnel doors are missing; not the overhead roll-down there now, but the manually operated wooden doors that preceded it. In season — usually November 1 to April 1 — the towerman had to call the doorman to have him crank the doors open when a train was approaching.

The accompanying text stated that "diesels could run through without a smoke problem . . ." Pardon my laughter. Smoke in the tunnel has remained a problem, though it's been reduced in recent years by the installation of a more powerful ventilating fan at the central shaft and lesser frequency of traffic.

In the mid-1980s I rode through on a locomotive when it was impossible to see more than 5 feet ahead. In bright sunlight we couldn't see the east portal until we were about 100 feet from it.

Frank Czubyrt painted his locomotive nicely, but he used the wrong lettering. The red and white script appeared on the P-3 (nos. 3700-09), P-4 (3710-19), and P-5 (3696-99) Pacifics as well as the R-1 Mountains, but it was never applied to a P-2 (3621-3689). To be correct this locomotive should have the plain white Gothic numbers and rectangular tender herald (the same as used on electric no. 5008, which is correct in being painted green).

My purpose is not to lambaste someone, but to act as a guide to prototypical procedure where I have expertise both as a model railroader of 60 years and a retired professional railroader after 45 years of service.

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No doubt I have been more severe in my criticism of "A town between tunnels" because the dioramas are supposed to represent specific locations at a particular time. Historical accuracy is therefore much more important than it would be if the dioramas were intended only to give the "flavor" of the B&M or the area. — *Donald Robinson, North Billerica, Mass.*

[Hey, Donald, based on the few discrepancies you found, I'd say the fellows at North Adams did very well indeed! — *Jim Kelly*]

L&N a hit: Thanks for a great September issue. The feature on Rick Rideout's L&N Henderson Subdivision was outstanding. Having had the opportunity to operate this HO model railroad myself, I can attest to the magic this man has performed in his basement.

I hesitate to call this a layout. In my opinion, it's an operating miniature railroad. Congratulations to Rick on his article and a truly amazing railroad. I look forward to updates in the future. — *Tommy Davis, Ardmore, Tenn.*

Editing videos: In response to Peter Kruimer's letter in the November MR regarding railfan videos not showing trains in their entirety, I must say that I agree with Mr. Kelly's observation that most of these programs do indeed

have a tendency to "drag on and on." Mr. Kruimer's point is valid, however, in that there is significance from a modeler's or railfan's perspective in discovering the subtleties that make up a particular consist.

As a model railroader and a video producer, I can safely suggest that the producers of these programs are attempting to arrive at a happy medium. As any video professional knows, a shot held too long is a boring shot. Hence, the producers are simply driven to maintain and follow what's accepted as established editing technique (ask Allen Keller).

This style may be frustrating to the hard-core dedicated railfan, but to the average modeler/railfan individual — who probably makes up the core of the market — it's the accepted and expected standard.

Since the average professionally produced railfan video has a budget falling within the \$10,000 to \$25,000 range (or more), producers are motivated to make them as interesting as possible, a process that usually requires adhering to standard film-style editing technique. — *Mark McDevitt, Newberg, Ore.*

Part of the success: As I read the article in the October MR concerning Jim Kelly's tour of the Samhonga operation, I couldn't help but think back to the last time I saw Korea in 1953.

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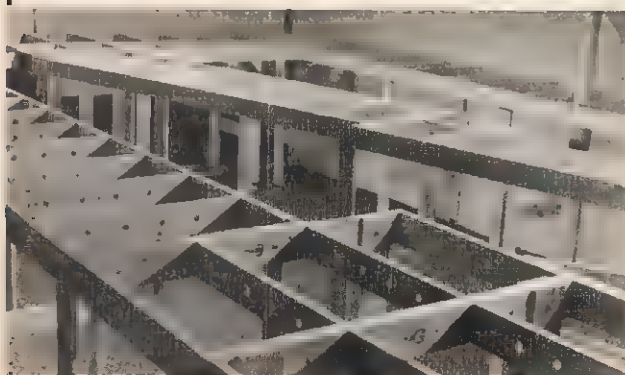
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I was a combat infantryman in Korea during 1952-53. Remembering the total destruction of that country and Seoul in particular at that time, and comparing it to the beautiful plant and success story of Samhonsa today is amazing. I'm proud to have several of their models.

The thought of a 90-mph interurban streamliner as pictured on page 110 just makes me shake my head in disbelief when you consider that our transportation to the front lines was on ancient coaches pulled by ex-Erie RR Pacifics. One thing that apparently has not changed is the food, as I can recall the smell of cabbage and garlic coming from the mud huts of the Korean farmers as we would pass by.

I wish Samhonsa continued success and hope they won't mind if I and the other Korean War vets feel that we had some small part in their success. — *Bob McColloch, Wheeling, W. Va.*

Let's lighten up: I'm writing this letter to admonish some of your readers. America is a great melting pot of cultures — different people, different backgrounds, different beliefs. Even with our differences, though, we're all Americans, and most of us would fight to preserve our neighbor's rights. So why can't we carry this over to model railroading?

Something new and different comes into the hobby, and right away there's

a group who opposes it (like those who disapproved of Kato's Unitrack, saying it wasn't prototypical). Then there are groups who oppose each other for what they're doing (free-lancers and prototype modelers). Come on folks! This is a big hobby, and there's a place for all of us!

Let's look at some of the issues raised in the past 12 months of MODEL RAILROADER. Unitrack is there for someone who doesn't want the time and trouble of messing with ballast. As the "Especially for beginners" series has shown, it's a great way for beginners (new people with new ideas) to get into the hobby with a decent-looking layout.

Prototype modelers have given themselves an incredible challenge of making their models exactly like the real world. That's how they get satisfaction from their hobby. Free-lancers get as much satisfaction from their aspect of the hobby as anyone else — they just conform to their own standard.

You take what you want from the hobby, and I'll take what I want. But I don't throw out MR because there's an article that doesn't interest me. I don't think newcomers do either. Maybe later (like I've done a few times), they'll come back to the article and be inspired to try something new. Thus they grow, their interest grows, and the hobby grows. — *Tim Petrishen, U. S. Air Force Academy, Colorado Springs, Colo.*

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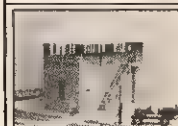
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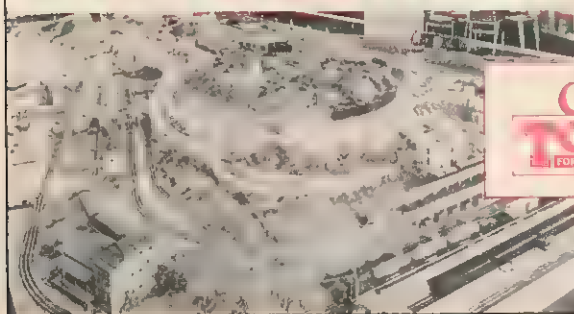
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Recycling sprues: Sprues! Yep, I know 'em well. Steven Suh's letter in the October 1991 MR was well intentioned and pointed out a larger concern that we should be aware of — solid waste disposal. But in the overall picture, plastic model sprues hardly contribute at all when compared, to, say, cosmetics packaging or liquid soap containers. It's unfortunate that so little of this material can be used as reground. That form of recycling would be the ultimate solution.

I haven't thrown away many sprues over the past few years due to a personal campaign to find uses for them instead. Many of my sprues have ended up as piping for my petroleum plant and tank farm. Take a look at one of these prototypes, and you'll realize that we could never model them pipe for pipe. By carefully heating the sprue material it can easily be bent in any needed shape. Using a bit more heat allows the sprue to be stretched (drawn) to a finer diameter for thinner piping as needed.

Since most sprues have long, straight runs and at least two "clean" sides, they can be used as under-roof or floor bracing in structure kits, corner bracing too, of course.

Painted in rust colors and dumped in a gondola, sprues become scrap pipe and rod. Glued to screening, they become pipe frames for hurricane fencing. And trimmed of those bumps and lumps,

bent and attached to the outer corners of structures, sprues become downspouts. — *Jerry Gomber, Woodridge, N. J.*

More on sprues: Yes, sprues can be recycled. How about on a layout? Over the years I've used sprues for practically anything that needs a round shape. They can be used for poles, posts, trestle bents, pipe loads, tree trunks, etc. For simulated wood, just scrape them with a razor saw's teeth and paint. Sprues also make great paint stirrers. — *Fred Buike, Mount Clemens, Mich.*

Still useful after all these years: Last week an officer of the Fairfax County Police Department came to my office with a grocery bag of modeling magazines from the 1950-60 era. To say the least, this was comparable to discovering the contents of King Tut's tomb.

I've been poring over these back issues of *MODEL RAILROADER* with great delight. To my surprise, I came upon an article from April 1956 that provided me with information I needed on how to assemble valve gear. In the same issue I found an article on boxcab diesels, which helped me with the one I'm building.

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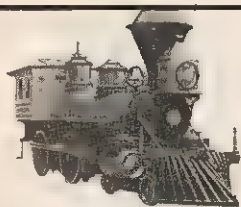
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ATLAS TRACK-NICKEL SILVER - HO	
#821 9" Long Straight (6 each).....	\$2.35
#822 6" Long Straight (4 each).....	1.40
#823 3" Long Straight (4 each).....	1.40
#831 15" Radius Curve (6 each).....	2.35
#833 18" Radius Curve (6 each).....	2.35
#834 1/2-18" Radius Curve (4 ea.).....	1.40
#835 1/3-18" Radius Curve (4 ea.).....	1.40
#836 22" Radius Curve (6 each).....	2.35
#840 9" Straight Terminal.....	1.80
#842 Terminal Joiners (pair).....	1.49
#843 Bumper (2 each).....	1.59
#844 Rerailer (1 each).....	1.05
#845 18" Radius Curve Terminal.....	1.99
#847 Track Assortment.....	1.89
#849 Dead End Uncoupler.....	1.89
#171 19" Crossing.....	3.69
#172 25" Crossing.....	3.69
#173 30" Crossing.....	3.69
#174 45" Crossing.....	3.69
#175 60" Crossing.....	3.69
#176 90" Crossing.....	3.69
#177 12 1/2" Crossing.....	3.69

ATLAS TRACK-NICKEL SILVER - Nga	
#2501 5" Long Straight (6 each).....	\$1.29
#2509 Track Assortment.....	1.49
#2510 9 3/4" Rad. Curve (6 each).....	1.29
#2511 1/2-9 3/4" Rad. Curve(6 ea.).....	1.09
#2520 11" Radius Curve (6 each).....	1.29
#2521 1/2-9 3/4" Rad. Curve (6 ea.).....	1.09
#2526 19" Radius Curve (6 ea.).....	1.29
#2532 Rerailer (1 each).....	.39
#2536 Bumper (2 each).....	1.59
#2539 Terminal Joiners (pair).....	1.49
#2564 15" Crossing.....	3.39
#2565 30" Crossing.....	3.39
#2566 45" Crossing.....	3.39
#2567 60" Crossing.....	3.39
#2568 90" Crossing.....	3.39

ATLAS TRACK-ACCESSORIES - HO	
#52 L.H. Remote Switch Machine.....	\$3.55
#53 R.H. Remote Switch Machine.....	3.55
#55 Insulating Rail Joiners (24 ea.).....	.79
#56 Switch Control Box.....	1.69
#100 Roadbed 3ft. (per piece).....	1.22
#170 Rail Joiners (48 ea.).....	1.39
#200 Snap Relay.....	4.19
#205 Connector.....	3.99
#210 Twin.....	3.99
#215 Selector.....	3.99
#220 Controller.....	3.99
#301 Motor Kit for Turntable.....	18.99
#303 Turntable Manual.....	11.99

ATLAS TRACK-ACCESSORIES - Nga	
#2535 Rail Joiners (48 each).....	\$1.09
#2538 Insul. Rail Joiners (24 each).....	.59

ATLAS TRACK-ACC. - Nga (Cont.)

#2510 Track Nails.....	\$1.89
#2590-1 L.H. Rem Switch Mach.....	3.55
#2591-1 R.H. Rem Switch Mach.....	3.55

ATLAS TURNOUTS NICKEL SILVER

HO #281 L.H. #4 Mark 3.....	\$4.99
HO #282 R.H. #4 Mark 3.....	4.99
HO #283 L.H. #6 Mark 3.....	4.99
HO #284 R.H. #6 Mark 3.....	4.99
HO #850 Remote L.H.....	7.10
HO #851 Remote R.H.....	7.10
HO #860 Manual L.H.....	4.59
HO #861 Manual R.H.....	4.59
HO Undertable Switch Machine.....	3.55
Nga #2580-1 #4 Remote L.H.....	7.69
Nga #2581-1 #4 Remote R.H.....	7.69
Nga #2582-1 #4 Manual L.H.....	5.19
Nga #2583-1 #4 Manual R.H.....	5.19
Nga #2584 #6 Remote L.H.....	11.99
Nga #2585 #6 Remote R.H.....	11.99

ATLAS NICKEL SILVER FLEXTACK

HO 36" long, 1 each.....	\$1.29
HO Code 83, 36" long, 1 each.....	2.69
Nga 30" long, 1 each.....	1.39

ATLAS LOCOMOTIVES - HO

GP-7 New Road Names.....	\$63.99
FP-7 New Road Names.....	69.99

MODEL RAILROADER SPECIALS!

HOBBYLAND TRAIN SET - HO

Atlas 18" x 76" Oval, MRC	
1400 Power Pack, Athearn GP-35,	
5 Freight Cars & Caboose.....	\$69.99

LIONEL

618011 Chessie T-1 4-8-4	
with Steam.....	\$824.99
619405 South. 6-WH Crane Car.....	54.99
619408 Frisco Coil Gondola.....	29.99
619515 Milwaukee Rd. Stock Car.....	27.99
619654 Amtrak Bunk Car.....	24.99
619655 Amtrak Tool Car.....	28.99
619658 Norfolk & West. Tool Car.....	28.99
619704 W. Mary. Cab/Smoke.....	59.99
619707 SP Searchlight Caboose.....	78.99
619810 Bosco Milk Car.....	82.99

ATLAS LOCOMOTIVES - N Scale

RS-1.....	\$46.99
SD-7.....	59.99
SD-9.....	59.99
U-25 B.....	51.99

ATHEARN LOCOMOTIVES - HO

F-7, GP-35, GP-9 Pwrld., (ea.).....	\$17.99
U28B, U30B, U33B Pwrld., (ea.).....	17.99
U28C, U30C, U33C Pwrld., (ea.).....	17.99
F-45, FP-45 Powered (each).....	17.99
PA-1, PB-1 Powered (each).....	24.99
PA-1, PB-1 Dummy (each).....	13.99
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GP-38-2, GP-50 Powered (each).....	19.99
F-7 Dummy.....	8.49
GP-40-2 Powered.....	20.99
GP-40-2 Dummy.....	10.99
SD40-2 Powered.....	22.99
SD40T-2 Powered.....	24.99
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Streamline.....	\$5.19
Standard.....	5.19

ATHEARN ROLLING STOCK - HO

40' Box Car.....	\$2.99
34' Cupola Caboose.....	3.29
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50' Plug Door Box Car.....	3.19
Side Braced 50' PD Box.....	3.19
Three Dome Tank Car.....	2.99
Chemical Tank Car.....	3.19
40' Single Dome Tank Car.....	2.99
40' Reefer.....	2.99
50' Mechanical Reefer.....	3.19
50' PD Reefer Outside Braced.....	3.19
Gondola.....	2.99
Covered Gondola.....	3.19
200 Ton Crane.....	6.99
Hopper Car.....	2.99
Stock Car.....	2.99
ACF Center Flow Hopper.....	3.39
40' Grain Loading Box.....	3.19
40' Box Car, Steam Era.....	2.99
40' Reefer, Steam Era.....	2.99
50' Auto Car, Steam Era.....	3.19
50' Single Door Box Car.....	3.19
40' Wood Reefer.....	2.99
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50' PD Box O.B. Mod. Billboard.....	3.19
54' Covered Hopper.....	3.29

FLEX TRACK SALE: NICKEL-SILVER

Atlas HO Code 100 36" L.....	\$1.29
Atlas HO Code 83 36" L.....	2.39
Atlas N Gauge 30" L.....	1.15
Model Power HO Code 100 36" L.....	1.09
Shinohara HO C. 100 39" (Min.10).....	3.69
Shinohara HO C. 70 36" (Min.10).....	3.89
Walthers HO C. 83 36" (Min.10).....	3.69

MANTUA LOCOMOTIVES - HO

317-004 Berkshire NP.....	\$65.99
317-011 Berkshire SP.....	65.99
341-061 Mikado GN.....	69.99
355-001 Mikado SF w/Power Dr.....	71.99

WALTHER'S 1992 CATALOGS

HO 1992 Catalog.....	\$11.99
N Scale 1992 Catalog.....	8.99

ATHEARN ROLL. STOCK - HO (Cont.)

50' Express Reefer.....	\$3.29
Wide Vision Caboose.....	3.29
34' Offset-Side Hopper.....	2.99
34' Compos.-Side Hopper.....	2.99
34' Ribbed-Side Hopper.....	2.99
57' Mechanical Reefer.....	3.29
50' Sliding Door Box Car.....	3.29
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Impact Articulated Piggyback Cars:	
End Units (2 per kit).....	4.29
Intermediate Units (3 per kit).....	6.99

BACHMANN SPECTRUM - HO

GE Dash 8-40C Engine.....	\$34.99
GE 70 Ton Switcher.....	29.99
F-40PH.....	29.99

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1801 1/12 HP Compressor.....	\$116.99
18011 Auto/Shutoff Comp.....	149.99

BADGER AIR BRUSHES

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#200-3 Air Brush w/Set.....	39.99
#350-1 Air Brush.....	24.99
#350-3 Air Brush w/Set.....	34.99
#350-4 Air Brush.....	44.99

CABOOSE INDUSTRIES

#202 Ground Throw.....	\$1.69
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CABOOSE INDUSTRIES (Cont.)

#204 Switch Stand.....	\$3.39
#206 Ground Throw.....	1.79
#210 Ground Throw.....	2.29

CIRCUITRON

Tortoise Switch Machine.....	\$10.99
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LIFE-LIKE - HO

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#18303 Amtrak GG-1 Elec.....\$399.99
 #18405 SF "Burro" Crane.....106.99
 #18406 Track Maintenance Car \$84.99
 #18410 Penn. Burro Crane.....\$112.99
 #18501 W. Maryland Switcher.....229.99
 #18609 Northern Pacific 2-6-4.....179.99
 #18807 Lehigh Valley RS-3.....113.99

LIONEL 027 TRACK

#5024 35" Straight Track.....\$2.29
 #5033 Curved Track......70
 #5038 Straight Track......70
 #5149 Remote Uncoupler Track.....5.79

LIONEL 027 SWITCHES & CROSSING

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 #5022 Manual Switch Right.....13.99
 #5023 45" Crossing.....5.99
 #5121 LH Remote Switch.....16.99
 #5122 RH Remote Switch.....16.99
 #5167 LH Remote Switch.....25.99
 #5168 RH Remote Switch.....25.99

LIONEL MAINT./SERVICE ITEMS

#2905 Lock On With Wire.....\$2.69
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 #2985 Lionel Train Book.....9.99

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 Series 312 2-8-2 Mikado.....72.99
 Series 316 4-6-4 Hudson.....67.99
 Series 317 4-8-4 Berkshire.....67.99
 Series 340 4-6-2 Pacific.....67.99
 Series 341 2-8-2 Mikado.....72.99
 Series 352 2-6-6-2 Art. Logger..95.99
 Series 354 4-6-2 Pacific.....72.99
 Series 355 2-8-2 Mikado.....73.99
 Series 356 4-6-4 Hudson.....73.99
 Series 357 4-4-2 Atlantic.....82.99
 Series 414 GP-20.....27.99

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HO Cork Roadbed, 36", 25 pcs. \$13.99
 Nga Cork Roadbed 36", 25 pcs. 9.99

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 F-9A.....34.99
 K-4 Pacific 4-6-2.....53.99
 2-10-0 Decapod.....53.99
 U-28-C.....36.99

MODEL POWER BUILDINGS - HO

404 Small Freight Station.....\$5.99
 405 Assayer's Office.....4.39
 408 Trackside Maintenance Set.....6.69
 409 Fire House.....9.29
 410 Coaling Station.....9.29
 411 Interstate Freight.....7.99
 414 Billy's Auto Body.....7.99
 424 Rail Crane.....4.99
 425 House With Garage.....7.99
 426 Rooming House.....9.29
 428 Water Tank With Shed.....8.39
 429 Mercedes Car Agency.....10.69
 433 Farm House.....9.69
 441 Bob's Hot Dog Stand.....5.99
 442 Real Estate Office.....5.99
 443 Railroad Power Station.....4.39
 444 Whistle Stop.....4.99
 447 43rd. Precinct.....12.99
 449 Building on Fire.....10.69
 451 Budweiser Brewery.....10.69
 452 Western Union Office.....10.69
 453 Blue Coal Depot.....10.69
 454 Chester Station.....9.29
 455 Burlington Mills.....9.29
 456 Delta Fraternity Hall.....9.29
 462 Jimmy's Barber Shop.....9.29
 463 George's Grocery.....9.29

MODEL POWER BLDGS. - HO (CONT.)

461 Ace Hardware.....\$9.29
 462 Jimmy's Barber Shop.....9.29
 463 George's Grocery.....9.29
 465 Heinz Pickle Factory.....12.69
 470 IRS Office on Fire.....23.99
 471 Nick's Pickles.....9.29
 472 Baldy's Barber Shop.....9.29
 473 Pete's Meats.....9.29
 474 Sneed's Feed & Tools.....8.39
 475 Jan's Ice Cream Parlor.....9.29
 477 Globe News & Printing.....9.29
 478 2 Station Platforms.....9.29
 479 2 Cape Cod Houses.....9.29
 480 2-Story RR Station.....9.29
 481 Interlocking Tower.....6.99
 482 Church.....9.69
 483 Bobby's Garage.....9.69
 542 Port Chester RR Station.....11.59
 566 Platform.....5.99
 567 Warehouse.....5.59
 571 Cafe.....5.99
 604 Little Red School House.....6.49
 605 Silverado Station.....9.29
 606 Modern House.....6.99

MODEL POWER BLDGS. - N SCALE

1501 Erie RR Station.....\$6.99
 1502 3 Suburban Houses.....6.99
 1506 Blue Coal Depot.....6.49
 1507 Fences, Barrels, Lumber.....5.79
 1508 Station Platforms.....6.49
 1509 Budweiser Brewery Kit.....6.99
 1510 Star Journal Building.....6.49
 1511 Fire House With Engine.....6.49
 1512 Railroad Hotel.....6.49
 1513 Farmhouse.....6.99
 1514 2-Story Building.....9.29
 1515 3 Trackside Buildings.....9.29
 1517 Barn & Chicken Coop.....9.29
 1518 Stone Unloading Station.....6.49
 1519 Freight Depot.....6.49
 1522 Gantry Crane Kit.....4.99
 1523 Saw Mill.....6.49
 1524 Malden Station.....6.49
 1525 Baldwin Loco Works - Fire..11.29
 1533 YMCA Building.....6.49
 1534 Hardware & Supermart.....6.49
 1535 Restaurant.....6.49
 1536 Joe's Corner.....6.49
 1537 Movie Theater.....6.49
 1538 Al's Deli.....6.49
 1539 Post Office & Bank.....6.49
 1540 Apartment House.....6.49
 1542 Remco Building Cleaned.....6.49
 1543 Rite Aid Drugs.....6.49
 1547 US Customs Warehouse.....6.49
 1549 Modern Truck Depot.....6.49
 1550 Twin Diesel Loco Shed.....10.99
 7311 Coaling Station.....3.99
 7404 Shell Gas.....3.99

MODEL POWER LOCO. - HO

Alco 1000, RS-2 (each).....\$10.99
 USRA Light Pacific.....35.99
 F-3, SW-1 (each).....11.99
 GP-9, C-430, RS-11 (each).....12.99
 Shark Nose A With B Dummy.....39.99

MODEL POWER LOCO. - N SCALE

FA-2.....\$14.99
 F-40PH.....16.99
 GP-40.....15.99

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1400 Tech II.....\$26.99
 1500 Tech II.....31.99
 2400 Tech II.....30.99
 2500 Tech II.....38.99
 2800 Tech II Dual Pack.....41.99
 Tech III 19VA.....49.99
 Tech III 30VA.....61.99
 Train Power 027.....49.99
 Sound N Power 7000.....94.99

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Atheam #5355 SW-1500 with
 Flexicoils Trucks.....\$61.99
 Atheam #5356 SW-1000,
 SW-1500 w/AAR Trucks 61.99
 Atheam #5357 GP-38-2.....61.99
 Atheam #5358 GP-40-2.....61.99
 Atheam #5359 GP-50.....61.99
 Atheam #5367 SD-40-2.....64.99
 Rail Power #5366 Dash 8-40B.....64.99

PECO SWITCHES - HO

SL-91 Small Radius Right Hand..\$8.99
 SL-92 Small Radius Left Hand.....8.99
 SL-95 Medium Radius R. Hand.....9.99
 SL-96 Medium Radius Left Hand.....9.99
 SL-88 Large Radius Right Hand..11.49
 SL-89 Large Radius Left Hand.....11.49
 PL-10 Switch Machine.....4.39

PROEDGE TOOLS

#11 Blades (100 Blades).....\$11.99
 #2 Knife Medium Duty.....1.89
 #5 Knife Heavy Duty.....2.49
 DeLuxe RR Tool Chest.....26.99
 6 Assorted Needle Files.....9.59
 Portable Handy Vise.....6.69
 Extra Hands - Single.....8.99
 Extra Hands - Double.....11.99
 Mitre Box With Saw & Handle.....8.99
 Drill Index - 20 Drills.....19.99
 #11 Blades (5 Blades).....85
 #1 Knife w/#11 Blade.....1.09

RAIL POWER PRODUCTS - HO**Body Shells Only**

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 B40-8 With Frame.....25.99
 CF-7 Round Cab.....10.99
 CF-7 Angle Cab.....10.99
 C30-7.....10.99
 C32-8.....9.79
 SD-45.....10.99
 SD-60.....10.99

SHINOHARA CODE 70 TRACK - HO

#301 #4 LH Turnout.....\$8.99
 #302 #4 RH Turnout.....8.99
 #303 #6 LH Turnout.....9.49
 #304 #6 RH Turnout.....9.49
 #305 #8 LH Turnout.....10.79
 #306 #8 RH Turnout.....10.79
 #307 Wye Turnout.....9.49
 #308 #6 3-Way Turnout.....20.89
 #315 Flex Track 10 ea. Minimum..3.99
 #360 #6 LH Curved Turnout.....18.49
 #361 #6 RH Curved Turnout.....18.49
 #362 #8 LH Curved Turnout.....18.49
 #363 #8 RH Curved Turnout.....18.49

SHINOHARA CODE 100 TRACK - HO

#101 #4 LH Turnout.....\$8.99
 #102 #4 RH Turnout.....8.99
 #103 #6 LH Turnout.....9.99
 #104 #6 RH Turnout.....9.99
 #105 #8 LH Turnout.....10.89
 #106 #8 RH Turnout.....10.89
 #107 #4 Wye Turnout.....9.99
 #108 #6 3-Way Turnout.....20.89
 #115 Flex Track 10 ea. Minimum..3.89
 #161 #6 LH Curved Turnout.....14.99
 #162 #6 RH Curved Turnout.....14.99
 #163 #8 LH Curved Turnout.....18.99
 #164 #8 RH Curved Turnout.....18.99

STEWART LOCOMOTIVES - HO

U25B.....\$38.99
 U25B Phase IV.....46.99

WALTHERS CODE 83 TRACK - HO

#803 #6 Left Turnout.....\$9.39
 #804 #6 Right Turnout.....9.39
 #805 #8 Left Turnout.....10.69
 #806 #8 Right Turnout.....10.69
 #815 39" Flex, 10 ea. Minimum...3.99

WALTHERS CD. 83 TRK. - HO (Cont.)

#828 #8 Curved Left Turnout.....\$16.59
 #829 #8 Curved Right Turnout.....16.59
 #891 #5 Left Turnout.....9.39
 #892 #5 Right Turnout.....9.39
 #894 #7 Curved Left Turnout.....16.59
 #895 #7 Curved Right Turnout.....16.59

WALTHERS CORNERSTONE - HO

3006 Interstate Fuel & Oil.....\$19.99
 3007 2-Store Engine House.....19.99
 3008 American Millwork.....19.99
 3009 Water St. Freight Terminal..19.99

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Small Trees.....\$3.29
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 Foliage Clusters.....2.99
 Small Turf.....1.69
 Large Turf.....3.29
 Grass.....1.49
 Poly Fiber.....1.29
 Small Lichen.....2.99
 Large Mixed Lichen.....5.99
 Ballast.....1.69
 #191 Scenic Cement.....3.79
 #192 Scenic Sprayer.....2.69
 #193 Scenic Sifter.....2.19

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Budd R.D.C.1 Rail Diesel Car: NH,
 Undec., ATSF, B&O Powered.....13.99
 Dummy.....7.99
 Budd R.D.C.3 Rail Diesel Car: NH,
 Undec., ATSF, B&O Powered.....13.99
 Dummy.....7.99

Atlas - HO

Alco RS-3.....N/A
 Alco RSD-4/5.....N/A
 Alco RS-11.....N/A

Bachmann Plus - HO

B-23-7: Undecorated, UP,
 SF, CR, Chessie.....\$26.99

Bachmann-Spectrum - Nga

Dash 8-40C.....\$29.99

Kato - Nga

EMD F-7.....N/A

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DES MOINES	Dec 14 & 15, 1991 - Veterans Memorial Auditorium 833 Fifth Avenue, Des Moines, Iowa	CINCINNATI	Feb 8 & 9, 1992 - Cincinnati Convention Center 6th & Elm Streets, Cincinnati, Ohio
PHOENIX	Dec 14 & 15, 1991 - Phoenix Civic Plaza 225 East Adams Street, Phoenix, Arizona	SAN FRANCISCO	Feb 15 & 16, 1992 - Cow Palace Geneva & Santos, Daly City, California
ORLANDO	Dec 21 & 22, 1991 - Central Florida Fair 4603 West Colonial Drive, Orlando, Florida	KANSAS CITY	Feb 22 & 23, 1992 - Kansas City Municipal Auditorium 14th & Central Avenue, Kansas City, Missouri
HOUSTON	Jan 4 & 5, 1992 - George R. Brown Center 1001 Convention Center Blvd., Houston, Texas	DENVER	Feb 29 & Mar 1, 1992 - National Western Stock & Rodeo 4655 Humboldt Street, Denver, Colorado
TULSA	Jan 11 & 12, 1992 - Tulsa Convention Center 100 Civic Center, Tulsa, Oklahoma	FORT WORTH	Mar 7 & 8, 1992 - Ft. Worth Tarrant County Con. Ctr 1111 Houston Street, Ft. Worth, Texas
ST. LOUIS	Jan 18 & 19, 1992 - Cervantes-St. Louis Convention Ctr. 801 Convention Plaza, St. Louis, Missouri	DAYTON	Mar 14 & 15, 1992 - Dayton Convention Center 22 East Fifth Street, Dayton, Ohio
SAN DIEGO	Jan 25 & 26, 1992 - San Diego Concourse 202 C Street, San Diego, California	LOUISVILLE	Mar 21 & 22, 1992 - Commonwealth Convention Center 221 Fourth Avenue, Louisville, Kentucky
NASHVILLE	Jan 25 & 26, 1992 - Nashville Municipal Auditorium 417 4th Avenue North, Nashville, Tennessee	COLUMBUS	Mar 28 & 29, 1992 - Franklin County Veterans Memorial 300 West Broad Street, Columbus, Ohio
INDIANAPOLIS	Feb 1 & 2, 1992 - Indiana State Fairgrounds 1202 East 38th Street, Indianapolis, Indiana	PHOENIX	Apr 4 & 5, 1992 - Arizona State Fairgrounds 1826 West M. Dowell Road, Phoenix, Arizona
PORTLAND	Feb 1 & 2, 1992 - Multnomah County Expo Center 2060 North Marine Drive, Portland, Oregon	JACKSONVILLE	Apr 11 & 12, 1992 - Jacksonville Prime Osborn Con. Ctr. 1000 Water Street, Jacksonville, Florida

Hours: Saturday, 1:00p.m. to 7:00p.m. & Sunday, 11:00a.m. to 5:00p.m.

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Over 300 Tables

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May 17, 1992 Jun 14, 1992 Aug 16, 1992

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Across from Marine World

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Hours 10am - 4pm Parking \$2.00

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Over 300 Tables

Great Pacific Train Show

January 5, 1992 March 8, 1992

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COSTA MESA, CA.

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Hours 10am - 4pm FREE Parking

Information on any event, contact GATS Limited: 708/834-0652

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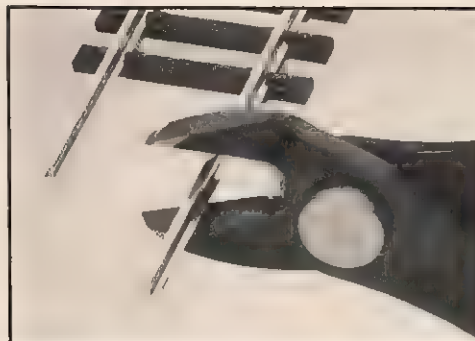
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116" Snoot Nose SD40-2 custom built, white only	\$150/140
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MADE IN THE USA

More Railway Post Office from page 23

Tony a traitor? The October Trains of Thought really worried me. Having great respect for Tony Koester, how could he consider modeling the "S" word era?

No, not Tony, I thought. This must be the start of one of his thought-provoking ideas that will have a happy ending. Imagine my dismay when I looked at the November Trackside Photos. At first I thought, what a great idea, he's running a fan trip on his system. Reading the caption, the horrible truth struck me a body blow. Tony Koester, a bastion of the modern diesel era, has defected.

Tony, we still love you; but please come back. As for Allen McClland, David Barrow, Eric Brooman, and the rest of you true believers, take heed. It could happen to you. Oh yeah, I wonder if Tony would care to sell me any of his diesels. I bet they're going for bargain basement prices. — *Chuck Shaffer, Olean, N. Y.*

Railroad romance: My husband has been a railroad modeler for about 6 years. It started out innocently enough with Marshall's childhood oval track around the Christmas tree. Now, with ideas and inspiration from MR and his own imagination, this childhood toy has become a fascinating hobby for both of us.

If I ever had any doubts about being a modeler's widow, they were dispelled on our anniversary. The HO New York Central passenger train moving through Davisville had the words "Happy 10th Wedding Anniversary" taped to the side. Bringing up the rear on a depressed flat-car was an emerald and diamond ring!

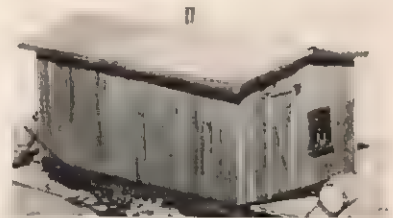
To all you purists out there, what this lacked in authenticity it made up for in romance! Thanks again for ideas and dreams that will last a lifetime. — *Martha Davis, Louisville, Ky.*

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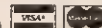


\$ 18.95 O scale
\$ 12.95 HO scale
\$ 10.95 N scale
(add \$ 3 P & H)

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Brochure \$ 1 (refundable)





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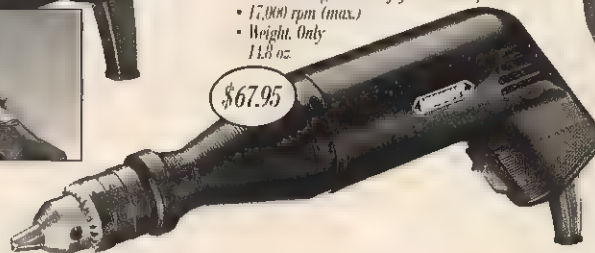
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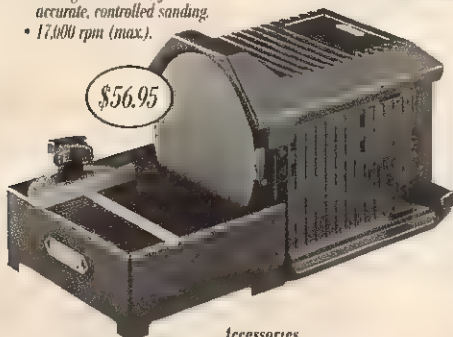
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The ONBOARD LOCOMOTIVE SOUND & CONTROL SYSTEM is a twenty channel electronic control system that provides precise and reliable control of your locomotives, along with high quality sound. The operating principle of the system is similar to telephone "touch tone" dialing, and utilizes tones generated digitally from a highly accurate and stable quartz crystal controlled oscillator. Miniature throttles mounted in your locomotives control motor speed, while sound is generated onboard by compact synthesizers. Speed memory is built into the throttles, so you can unplug the handheld controller and change locations while the locomotive continues to run at constant speed. For large or outdoor railroads, a radio link is available.

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When it was introduced in 1979, the ONBOARD System was the first to offer both independent locomotive control and sound effects. It had ten channels, the throttles were 0.5" thick and 3.0" long, and the sound units were battery powered.

By 1982, the system had been expanded to twenty channels, and the very popular model K220 keypad (usable in all twenty channels) had been brought into production. A way of running sound units off of track power had been developed, eliminating the hassle of battery installation and charging.

By 1984, reverb units had been developed for use with the sound synthesizers, greatly enhancing the sound quality. Also, a complete signal control system had been introduced.

By 1986, the system had been expanded to provide power for all the model scales, including tiny throttles for use in HO and LGB units for use with LGB equipment.

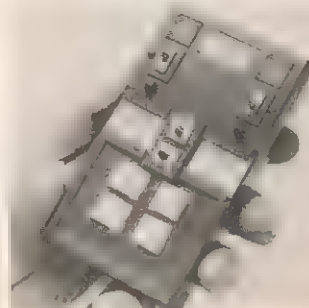
In 1988, Surface Mount Technology (SMT) was used for the first time in an ONBOARD product. This made the model T1 throttle only 0.3" x 0.66" x 1.8", representing a 70% reduction from the 1979 version.

What can you expect in the 1990's? You can be sure that we will strive to make locomotive-mounted equipment smaller, through the expanded use of SMT and other new technology. You can count on us bringing out a computer interface (RS 232) that will allow you to partially or fully automate your operations as accessories. And, generally, you can expect us to continue to keep the ONBOARD System up-to-date and significantly ahead of its competitors.

Christmas sale:

From the time this ad appears, until December 31, 1991, ONBOARD System starter sets are on sale at substantial savings. The sets include a heavy duty transformer, a 5 Ampere power supply complete with faceplate, ammeter, status indicator lamps, and warning buzzer; a model K116 handheld controller; two model T1 throttles built with SMT; and a thorough, 89 page System Manual. The sale price of the starter set is \$365, compared to the regular price of \$416. We hope this helps you to get started with ONBOARD, perhaps with an assist from Santa Claus.

Starter sets, and other ONBOARD System components, are available through the dealers listed below. If there is no dealer in your vicinity, you may order direct by phone or mail.



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26d JANUARY 1992

Schedules



Notices of model railroading events are published at no charge. Information must be in our offices 90 days before the event. To be included notices must be typed or printed, double-spaced, and in this format:

1. State 2. City 3. Sponsoring organization and name of the event, meet, show, auction, or open house 4. Date 5. Location 6. Time 7. Fees 8. Name, address, and telephone number of the person to contact for information 9. Signature, address, and telephone number of the person sending information.

Please address this to "Schedules," MODEL RAILROADER Magazine, 21027 Crossroads Circle, P. O. Box 1612, Waukeasha, WI 53187. Inquiries to event sponsors should include a stamped, self-addressed envelope.

ALABAMA

Birmingham: Smokey City Rails Model Railroad Club Train Day—Feb. 29, Fraternal Order of Police Lodge 1, 2275 Green Springs Hwy. 10 a.m. to 4 p.m. \$2; 6 through 12, \$1; under 6 free. Box 94606, 35220; Steve Bozarth, 205-972-7859; or John McPherson, 956-4959 eve.

ARIZONA

Tucson: Toy Train Operating Society Gadsden Pacific Div. Swap Meet—Jan. 18, Poothills Mall, Ina and LaCholla Blvd. 10 a.m. to 4 p.m. \$1; under 12 free. Ken Kelley, 4925 Calle Faja, 85718; 602-299-3243.

CALIFORNIA

Atwater: NMRA Pacific Coast Region/Merced Model Railroad Society Meet—Feb. 8, Castle Air Museum, 9 a.m. to 3:30 p.m. \$2.50. Bart McLeilan, 620 Klamath Dr., 95301; 209-358-1129.

Daly City: Great American Train Show—Feb. 15, 16, Cow Palace, Geneva and Santos. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

Pomona: Great American Train Show—Feb. 8, 9, Los Angeles County Fair and Expo Complex, White and McKinley Aves. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

Redlands: Inland Empire Train Collectors Assn. and Roundhouse Gang Model Railroad Club Swap Meet—Feb. 22, Cope Jr. High School, 1000 Cypress Ave. 8 a.m. to noon. \$2. Jim Haynes, 714-792-6657 or Dick Schleiger, 798-0412.

San Bernardino: Sierra Pacific Model Railroad Society Open House—Jan. 4, 5, 11, 12, 18, 19, 25, 26, 2007 N. Lugo Ave. Sat. 7 to 9 p.m.; Sun. noon to 4 p.m. \$1. Brad Pesheck, same address, 92404; 714-881-4898.

San Diego: Great American Train Show—Jan. 25, 26, San Diego Convention and Performing Arts Center, 202 C St. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

San Diego: San Diego Model Railroad Museum Operating Exhibit/Show—Jan. 2-5, 7-12, 15-19, 22-26, 29-31, Feb. 1, 2, 4-9, 12-16, 19-23, 26-29, Casa de Balboa, Balboa Park, 1649 El Prado. Weekdays 11 a.m. to 4 p.m., weekends 11 a.m. to 5 p.m. \$1.50; children free. 619-696-0199.

San Francisco: Golden Gate Model Railroad Club Open House—Jan. 25, Feb. 29, Josephine D. Randall Jr. Museum, 199 Museum Way, off Roosevelt Way. Noon to 4 p.m. Free. Vernon H. Waight, 1711 Tenth Ave., 94122; 415-564-7760.

San Marcos: North County Modular Railroad Society Open House—Feb. 1, 2, 8, 9, 15, 16, 22, 23, 817 San Marcos Blvd. 11 a.m. to 5 p.m. Free. Richard Lee, 1077 Beaumont Cir., Vista 92084; 619-758-9795.

San Mateo: O Scale West Meet—Feb. 7, 8, 9, Dunfey Hotel, 810. Box 50261, Palo Alto, 94303.

COLORADO

Denver: Great American Train Show—Feb. 29, Mar. 1, National Western Stock Show and Rodeo, 4655 Humboldt St. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

Lakewood: Foothills Society of Model Railroaders Swap Meet—Jan. 18, Christ on the Mountain Church, 13922 W. Utah Ave. 9 a.m. to noon. \$2. Maynard Rorman, Box 150245, 80215; 303-985-4362 or 985-3055.

CONNECTICUT

East Hartford: East Hartford Train Meet—Feb. 1, St. Christopher School, 570 Brewer St. 9 a.m. to 2 p.m. \$3; family \$5. Mike Fiereck, 263 Woodmont Dr., 06118; 203-569-2423.

Wallingford: New York, New Haven and Hartford Toy and Train Meet—Jan. 19, Feb. 16, Zandri's Stillwood Inn, 1074 S. Colony Rd. 9 a.m. to 2 p.m. \$4. Mike Martino, Box 9131, New Haven 06532; 203-469-9048.

DELAWARE

Delmar: Delmarva Model Railroad Club Open House—Jan. 12, 103 E. State St., 2nd flr. Sat. 11 a.m. to 5 p.m.; Sun. 1 to 5 p.m. Free. 301-749-7974.

FLORIDA

Bradenton: Sarasota Model Railroad Club Swap Meet—Jan. 19, Municipal Auditorium, 100 Tenth St. W. 10 a.m. to 2:30 p.m. \$3; teens \$1; children 25 cents. Don Freeman, 4821 Palm Aire Dr., Sarasota 34243; 813-355-8948, or Chuck Place, 6810 Whitman Pl., 756-7884.

Cape Coral: Florida Expo Swap Meet—Jan. 25, Cape Coral Moose Club, 9 a.m. to 5 p.m. \$2; under 13 free. Gerald St. Pierre, 2516 S. E. 16 Pl., 33904; 813-574-3086.

Jacksonville: Greenberg's Great Train, Dollhouse, and Toy Show—Jan. 18, 19, Prime F. Osborn Convention Center, 1000 W. Water St. 11 a.m. to 5 p.m. \$5; under 12 free w/adult. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

More Schedules on page 32

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7070	RS-3	Undecorated	-
8150	RS-3	Canadian Pacific	8436
8151	RS-3	Canadian Pacific	8441
8152	RS-3	Great Northern	228
8153	RS-3	Great Northern	232
8154	RS-3	New Haven	537
8155	RS-3	New Haven	560
8156	RS-3	Ontario Northland	1301
8157	RS-3	Ontario Northland	1306
8158	RS-3	Rock Island	485
8159	RS-3	Rock Island	472

Alco RSD 4/5's

ITEM #	LOCO	ROADNAME	ROAD #
7080	RSD-4/5	Undecorated	-
8170	RSD-4/5	Pennsylvania	8446
8171	RSD-4/5	Pennsylvania	8451
8172	RSD-4/5	Santa Fe	2125
8173	RSD-4/5	Santa Fe	2158
8174	RSD-4/5	Southern Pacific	5294
8175	RSD-4/5	Southern Pacific	5307

Alco RS-11's

ITEM #	LOCO	ROADNAME	ROAD #
8180	RS-11	Delaware & Hudson	5001
8181	RS-11	Delaware & Hudson	5005
8182	RS-11	Lehigh Valley	7640
8183	RS-11	Lehigh Valley	7643
8184	RS-11	Nickel Plate Rd.	560
8185	RS-11	Nickel Plate Rd.	562
8186	RS-11	Seaboard Coast Line	1205
8187	RS-11	Seaboard Coast Line	1208

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L-18620	2-6-2 Steam Die-Cast Locomotive and Tender with Smoke	204.95★
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L-16043	Baggage/Coach Combine	27.50★
L-16044	Coach	27.50★
L-16045	Vista Dome	27.50★
L-16046	Coach	27.50★
L-16047	Observation Car	27.50★
	SYNCO-RO Illuminated Flashing Marker Lights Installed in #L-16047 Observation Car	29.95 Plus Cost of Car
	Complete Set—Loco and Six Cars	349.95★
	Six Cars Only for	156.95★

SUPER SPECIAL

L-18303	Amtrak "GG-1" and Six Aluminum Passenger Cars—Complete Set	895.00
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STEAM LOCOMOTIVES

L-18615	Grand Trunk 4-4-2 Atlantic Die-Cast Steam Locomotive and Tender with Real Smoke	119.95
L-18607	Union Pacific 2-6-4 Die-Cast Steam Locomotive and Tender with Real Smoke	204.95
L-18620	Illinois Central 2-6-2 Die-Cast Steam Locomotive and Tender with Real Smoke	204.95★
L-18610	Rock Island 0-4-0 Die-Cast Steam Locomotive and Tender with Real Smoke	214.95
L-18006	Reading "T-1" with RailSounds™	850.00

DIESEL LOCOMOTIVES and DUMMY UNITS

L-18807	Lehigh Valley RS3™ with Dual Motors	119.95
L-18808	Atlantic Coast Line "SD18"	119.95
L-18204	Chessie System "SD40" Dummy	184.95
L-18206	Santa Fe "Dash-8"	SALE 299.95
L-18208	Burlington Northern SD40 Dummy	199.95
L-18501	Western Maryland Switcher with Ringing Bell and Magnetraction™	284.95
L-18503	Southern Pacific with Ringing Bell and Magnetraction™	284.95
L-18504	Frisco "GP7" with Magnetraction™	234.95★
L-11711	Santa Fe A-B-A w/RailSounds™	699.95

SPECIAL AMTRAK PASSENGER CAR

L-19101	Baggage/Coach Combine	49.95
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FAMOUS NAME BOX CARS

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L-19209	Florida East Coast	18.95
L-19212	Pennsylvania	29.95
L-19214	Western Maryland with Sprung Metal Trucks	SALE 24.95
L-19228	Cotton Belt	18.95★
L-19230	Frisco with Sprung Metal Trucks	34.95★
L-19231	Tennessee, Alabama & Georgia Double Door	18.95★
L-19232	Rock Island Double Door	18.95★
L-19233	Southern Pacific	18.95★
L-19905	"I Love California a"	22.95
L-19906	"I Love Pennsylvania a"	22.95
L-19909	"I Love New Jersey"	22.95
L-19912	"I Love Ohio"	22.95★
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L-16620	C&O Track Maintenance Car	19.50
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L-13401 Lionel Lines Pullman	3 Cars 495.00
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L-13200 Searchlight Car	144.00
L-13300 Gondola	102.00
L-13600 Cattle Car	120.00
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L-13108 Blue Comet Pass Cars (3 Cars)	2499.95
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L-13412 Old #7 Set of 3 Cars	400.00
Old #7 Set Above Plus Extra Set of L13412 - Loco and 6 Cars	1750.00
L-13107 1-408E Loco Brown	
L-13420 State Car Set (3 Cars) Brown	2695.00*
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L-19309 Seaboard Covered Hopper	21.50
L-19310 Lancaster & Chester Hopper with Load	21.50
L-19311 Southern Pacific Covered Hopper	21.50
L-19316 Wabash Covered Hopper	21.50*
L-17004 MKT Centerflow 2-Bay Hopper—Standard "O"	34.95*
L-17109 Norfolk & Western Centerflow 2-Bay Hopper—Standard "O"	35.95*
L-17110 Union Pacific 3-Bay Hopper with Coal Load—Standard "O"	38.50*
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L-12786 Lionelville Tractor with Steel Trailer	11.50*
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L-16107 Sunoco Tank Car	19.95
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L-19602 Johnson Single-Dome Tank Car with Metal Trucks	39.95*
L-19515 Milwaukee Road Stock Car with Metal Trucks	29.95
L-19519 Frisco Stock Car with Metal Trucks	29.95*
L-17900 Santa Fe Uni-Body Tank Car—Standard "O"	54.95*
L-17901 Chevron Uni-Body Tank Car—Standard "O"	54.95*
L-17902 New Jersey Zinc Co. Uni-Body Tank Car—Standard "O"	52.75*
L-17903 Conoco Uni-Body Tank Car—Standard "O"	52.75*

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L-16318 Lionel Lines Depressed Center Flat Car with Cable Reel Load	21.00
L-16323 Lionel Lines Flat Car with Trailers	22.95
L-16324 Pennsylvania Depressed Center Flat Car with Cable Reel Load	21.00
L-16326 Santa Fe Depressed Center Flat Car with Cable Reel Load	21.00*
L-16330 MKT Flat Car with Trailers	22.95*
L-16332 Lionel Lines Depressed Center Flat Car with Transformer Load	22.95*
L-16333 Frisco Bulkhead Flat with Load	23.95*
L-16334 C&NW TTUX Flat Car Set	63.50*
L-12795 Cable Reels for Flat Car Loads (2)	3.95*

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L-19307 Bessemer & Lake Erie with Load	18.95
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L-16510 New Haven Bay-Window—Illum'd	26.50
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L-19807 Pennsylvania Extended Vision with Smoke	69.95*
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Case of 25 Pieces	58.25
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L-5038 9° Straight Track	.65
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L-5113 Wide Radius Curve (16 makes a circle)	1.35
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L-5167 O42 Remote Switch - LEFT	27.50
L-5168 O42 Remote Switch - RIGHT	27.50
5167, 5168 BOTH FOR	52.50

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L-5133 Remote Switch - LEFT	39.95
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L-5523 40° Straight Track (minimum order 10 pieces)	4.10
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L-5530 Remote Uncoupling Track	12.50
L-5540 90° Crossover	7.25
L-5545 45° Crossover	7.95
L-5554 O54 Wide Radius Curved Track	1.60

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L-1003 Evergreen Trees (4 Trees)	2.95
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L-1008 Giant Winter Trees (2 Trees)	2.95
L-1010 Giant Blue Spruce Trees (2 Trees)	2.95
L-1011 Giant Fir Trees (2 Trees)	2.95
L-1012 Winter Trees (2 Trees)	2.95
L-1013 Giant Redwood Trees (2 Trees)	2.95
L-1015 Giant Green Shade Trees (2 Trees)	2.95
L-1020 Green Shade Trees Small (4 Trees)	2.95
L-1021 Autumn Trees Small (4 Trees)	2.95
L-1022 Evergreen Trees Small (4 Trees)	2.95
L-1023 Apple Trees (4 Trees)	2.95
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LOCOMOTIVES

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AF-48008 New Haven "EP-5" Little Joe	239.95*
AF-48707 New Haven Sq Window Caboose	33.95*
Both NH Loco and Caboose	269.95*
AF-48009 General Motors "GP7" Diesel	228.00*

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AF-9207 Baltimore & Ohio Cov'd Hopper	16.00
AF-9208 Santa Fe Cov'd Hopper	16.50
AF-9209 New York Central Hopper	16.50
AF-9304 New York Central Gon w/Canisters	15.00
AF-9405 Santa Fe Illum'd Caboose	27.50
AF-9711 Southern Pacific Box Car	26.95
AF-48305 Wabash Box Car	26.95
AF-48306 Seaboard Box Car	26.95
AF-48310 Katy Box Car	26.95*
AF-48505 Illinois Central Bulkhead Flat	26.95
AF-48603 Wabash Hopper w/Coal Load	15.00
AF-48604 Milwaukee Road Cov'd Hopper	19.95
AF-48605 Burlington Northern Cov'd Hopper	19.95
AF-48703 Union Pacific Caboose	29.95
AF-48707 New Haven Sq Window Caboose	33.95*
AF-48800 Wabash Refrigerator	24.95
AF-49003 Union Pacific Searchlight Car	53.95*

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G-4021CT	1991 Christmas Gondola	52.50
R-1300	1991 Christmas Reeler	64.95
R-1620	1990 Christmas Reeler-North Pole	64.95
R-1940C	Christmas Workshop with Smoking	
	Stack and Lights	125.00
R-1969	1989 Christmas Box Car-Deer Santa,	
	I Want It All-Ltd Qty	59.95

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M-877 12' Christmas Tree with Flashing Lights
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G-22301	Lake George & Boulder Passenger Set	205.00
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G-211776	Motorized Tender For 22301/22401	99.95
G-23301	Smoking Passenger Set	245.00
G-23401	Smoking Freight Set with Crane	245.00
G-25301	Lake George & Boulder Smoking	
	Passenger Set-Red	259.95
G-25401	Lake George & Boulder Smoking	
	Passenger Set-Red/Silver	259.95
G-1988	Nuremberg Tramway Set-Ltd Qty	175.00
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G-20301	Small Track Supplement	59.95
G-20902	Large Track Supplement	92.95

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G-2017D	U.S. 0-4-0 Tender Loco with Smoke- 2 Motors	258.50
G-2019S	U.S. Mogul 2-6-0 Loco with Tender, Sound, Lighted Firebox and Smoke- Colorado & Southern	779.95
G-2055	White Pass & Yukon 2 Motor Diesel	444.95
G-2056	Rio Grande Twin Motor Diesel	479.95
G-2063	Rio Grande Diesel Switcher	245.50
G-2077D	Saddle Tank Tender Loco w/Smoke-Gray	90.50
G-2119D	Lake George & Boulder Mogul	424.95
G-2155S	White Pass & Yukon Diesel with Sound	779.95
G-2177D	Saddle Tank Tender Loco w/Smoke-Red	90.50
G-22176	Motorized Tender-Black	99.95
G-2219S	U.S. Mogul 2-6-0 Loco w/Tender, Sound, Firebox, Smoke-Pennsylvania	699.95
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AMERICAN PROTOTYPE

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G-3180	Denver, South Park & Pacific Coach-Red	93.95
G-3181	DSP&PRR Combine-Red	93.95
G-3280	Pennsylvania Coach-Brown	76.50
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Short 2-Axle for Adding On To Sets

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G-4131	Lombard Beer Car	49.95
G-4135S	Sound Box Car	103.95
G-4140	Lake George & Boulder	52.75
G-4141	Hopper Car	44.95
G-4143	Mining Car with Coal Load	13.50
G-4165	Circus Caboose	66.95
G-4228	"Hennitz" Freight Car	66.95
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G-4061	Gondola-Red/Black	42.95
G-4065	Caboose-Red	58.95
G-4065E03	Pennsylvania Caboose	58.95
G-4065L01	Lake George & Boulder Caboose	58.95
G-4065W03	White Pass & Yukon Caboose	58.95
G-4066	Log Car-Green	42.95
G-4067D01	Denver & Rio Grande Box Car-Ltd Qty	59.95
G-4067F01	New York Central "Pacemaker" Box Car-Ltd Qty	59.95
G-4067K01	State of Maine Box Car-Ltd Qty	59.95
G-4068	Denver & Rio Grande Western Stock Car-Green	61.95
G-4068N01	Great Northern Stock Car	58.95
G-4069	Container Car	75.00
G-4071	White Pass & Yukon Caboose	118.95
G-4072P01	Colorado Midland Reeler-White	87.95
G-4072P02	Colorado Midland Reeler-Green	87.95
G-4072	Miller Beer Reeler	67.95
G-4073	Denver & Rio Grande Western Gondola-Brown	55.95
G-4073C03	Denver & Rio Grande Western Gondola-Black-Ltd Qty	55.95
G-4074B02	Tiffany Reeler-Ltd Qty	64.50
G-4074Z02	Schitz Beer Reeler-Ltd Qty	64.50
G-4076M01	Burlington Hopper	75.95
G-4076W02	White Pass & Yukon Hopper	75.95
G-4076X01	Peabody Coal Co. Hopper	64.50
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G-4078	Lake George & Boulder Pulp Wood Flat	79.50
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G-4080W01	White Pass & Yukon Tank Car-Ltd Qty	88.95
G-4080Y05	San Diego & Arizona Tank Car-Ltd Qty	75.95
G-4085	White Pass & Yukon Container Car	83.50
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G-4167	White Pass & Yukon Box Car-Ltd Qty	53.95
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G-4169	Lumber Car	66.95
G-4174	Denver & Rio Grande Reeler	79.95
G-4180	Red Crown Tank Car	93.50
G-4190	Spritz Box Car	93.50
G-4280	Shell Tank Car	95.95

LGB LOCOMOTIVES

G-2001	Inspection Hand Car	61.95
G-2010D	0-4-0T Loco with Smoke	149.95
G-2015D	0-4-0 Tender Loco with Smoke- Black-2 Motors	258.50
G-2020	0-4-0T Loco	141.50
G-2020D	0-4-0T Loco with Smoke	158.95
G-2040	Electric "Crocodile" Loco	37.95
G-2043	Type Ge4/4 II Electric Loco	524.95
G-2045	Swiss Loco	269.95
G-2046	Rack Loco	269.95
G-2051	Two-Truck Diesel Loco-Red-Ltd Qty	299.95
G-2060H	Diesel Loco with Horn	155.95
G-2061	Swiss Diesel Loco-Ltd Qty	122.95
G-2062	Industrial Diesel Loco	234.95
G-2064	Rail Car-Ltd Qty	219.95
G-2066	Wisner Diesel Rail Bus	199.95
G-2073D	Tank Loco with Smoke	169.95
G-2074D	2-6-0 Steam Loco	277.95
G-2076D	Steam Loco w/Smoke & Lights	144.95
G-2078D	French Tender Loco	253.95
G-2080D	2-6-2 Steam Loco with Smoke	244.95
G-2080S	2-6-2 Steam Loco w/Sound and Smoke	604.95
G-2085D	0-6-6-0 Mallet Loco with Smoke	504.95
G-2090N	Diesel Loco-Yellow	81.50
G-2095N	B B Diesel Loco	64.95
G-2096S	Diesel Loco with Sound	569.95
G-2146	Rack Loco-Blue/Beige	329.95
G-2150	"Elias" Steam Tank Loco	164.95
G-2171D	Zillertal Loco with Smoke	241.95

LGB 4-AXLE COACHES

G-3061	Coach with Ornamentation-Brown	82.50
G-3062	Coach-Green	88.95
G-3067	Swiss Passenger Coach	215.95
G-3068	Swiss Dining Car	261.95
G-3069	RHB Baggage Car	107.95
G-3070	Coach-Green	103.50
G-3071	Coach with Baggage Section	83.95
G-3072	Florida Bay Coach	83.95
G-3073	Coach-Red/Beige	83.95
G-3163	Zillertal Coach-Blue	71.95
G-3164	Zillertal Coach-Blue/Gray	76.95
G-3167	Rhaetian Rwy Composite Coach	169.95
G-3171	Coach, DR with Baggage Compartment	103.95
G-3172	Krombach Passenger Coach	103.95
G-3264	Schoenleber Passenger Coach	94.95
G-3267	Furka Passenger Coach-Series II	224.95

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G-2095	Contemporary-Yellow	199.95
G-3095	Trailer with Passengers-Yellow	84.95
G-3530	Tower Wagon/Overhead Repair	28.95

LGB PASSENGER CARS

Short 2-Axle for Adding On To Sets

G-3006	U.S. Coach	50.95
G-3007	Coach-Brown	50.95
G-3010	Coach-Green-Ltd Qty	55.50
G-3011	Coach-Red/Beige	57.95
G-3013	Dining Car-Blue	57.95
G-3015	Coach-Blue/Beige	57.95
G-3016	Zillertal Railway Restaurant Car	68.95
G-3019	Lighted Mail Car-Green	78.95
G-3019/1	Meta: Wheel Set (2)	10.50
G-3019/2	Spoked Metal Wheel Set (2)	10.50
G-3019/3	Electric Pickups	4.95
G-3020	Spreewald Coach	68.95
G-3025	RHB Passenger Coach	57.95
G-3030	Coach Lighting Kit	3.95
G-3031	Red Tail Light	3.95
G-3036	Circus Coach	60.95
G-3040	Coach-Green	57.95
G-3041	Excursion Car	24.50
G-3044	Coach Compartment-Green	78.95
G-3106	Wuerttemberg Regional Railway Coach	52.95
G-3107	Zillertal Railway Coach	47.95
G-3125	Circus Observation Car	68.95
G-3206	French Passenger Car	61.50
G-3207	Austrian Coach	61.95
G-3306	Lake George & Boulder Passenger Car	52.75
G-3307	"Tamswoeg" Passenger Car	63.95
G-3407	"Kraetzer" Car	60.95
G-3907	Passenger Coach	58.95

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G-1000	12" Straight Track	Each 3.95
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G-1060	24" Straight Track	Each 7.95
	Case of 12 Pieces	85.50
G-1061	46" Straight Track	Case of 6 89.95
G-1100	Curved Track-Outside Dia 50"	Each 3.95
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G-1500	Curved Track-Outside Dia 64 1/2"	Each 7.50
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G-1200	Manual Switch-Right	26.95
G-1205	Electric Switch-Right	38.50
G-1210	Manual Switch-Left	26.95
G-1215	Electric Switch-Left	38.50
G-1605	Electric Switch-Right	49.95
G-1615	Electric Switch-Left	49.95



G-900P	Railway Station	109.95
G-901P	Mail Building	159.95
G-905P	Freight Depot	97.95
G-906P	Railway Station with Smoke	129.95
G-907P	Silverton Station (see 913P and 918P)	129.95
G-910P	Engine Shed	93.50
G-911P	Double Engine Shed	132.95
G-912P	Dark Moor Shanty	20.95
G-913P	Silverton Outhouse	46.50
G-918P	Silverton Covered Platform	53.95
G-923P	U.S. Water Tower	61.50
G-935P	Water Mill-Operating	157.95
G-956P	Sam's Filling Station	49.95
G-980P	Oberndorf Station	48.95
G-981P	Cornor Shop	60.95
G-984P	Wessmuller Farm	106.95
G-985P	Barn	92.50
G-986P	Silo	89.95
G-990P	Church	146.95
G-992P	Fire Station	138.95
G-993P	Kleinbeck Post Office	73.95
G-994P	Paul's Burger & Shake	91.95
G-995P	Sue's Newspaper	28.95
G-1800P	Cherry Hill Stop	18.50
G-1801P	Snerf's Office	68.50
G-1802P	Red Horse Saloon	68.50
G-1804P	First National Bank	77.50
G-1805P	Wells Fargo Station	79.95
G-1806P	Idaho Springs Station	123.95
G-1807P	Central City Station	55.50
G-1809P	St. Michael's Church	61.50
G-1810P	Little Red School House	77.50
G-1811P	Daisy's Farm House	86.95
G-1812P	Red Miller's Barn	64.50
G-1820P	Wells Fargo Coach	57.95
G-1830P	Dr. Walker's Family	13.95
G-1831P	Mr. Speedy	13.95
G-1850P	Lanz Tractor	49.95
G-1851P	Trailer for Tractor	35.50
G-1852P	Lanz Speed Tractor	53.50
G-1853P	Plow & Harness for Tractor	35.50
G-1854P	Timber Wagon	35.50
G-1941	Merry-Go-Round	329.95

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G-1601P	Charles's Tavern	SALE 32.50
G-1603P	Garden City Station	SALE 36.50
G-1605P	Billy Winters Farm House	SALE 42.50
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R-1953	Southern-Red	55.95
R-1954	Southern Pacific-Black	55.95
R-1955	Southern Pacific-Blue/Gray	58.50
R-1956	Canadian Pacific-Red Oxide	55.95
R-1957	Chicago & North Western-Green/Yellow	55.95
R-1958	State of Maine-Red/White/Blue	63.75
R-1959	Canadian National-Red	55.95
R-1960	Boston & Maine-Red	55.95
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U.S. Box Cars

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R-1964	Santa Fe-Red	55.95
R-1965	Alaska Railroad-Blue	55.95
R-1966	Western Pacific-Silver/Orange	55.95
R-1967	Wells Fargo-Green	55.95
R-1968	Union Pacific-Yellow	55.95
R-1970	Maine Central-Gold/Green	55.95
R-1971	Boston & Maine-Blue	55.95
R-1972	Union Pacific-Red	55.95
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R-1402	Boston & Maine	55.95
R-1403	Southern Pacific	55.95
R-1404	Wabash	55.95
R-1405	Union Pacific-Red	55.95
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DENVER & RIO WESTERN

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R-1947	Box Car #3297-Red	55.95
R-1949A	Box Car #3469-Yellow/Silver	55.95
R-1949B	Box Car #3353-Red	55.95
R-1949C	Box Car #3391-Red	55.95
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R-1503	Reeler #78-Yellow	59.95
R-1524	Reeler #50-Yellow	59.95
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R-1450	Outside Braced Box Car	55.95
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NARROW GAUGE

R-1605	Reeler #1105-Yellow	59.95
R-1619	Reeler #1119-Yellow	59.95
R-1734	Bulk Head Flat Car with Stakes-Red	44.95
R-1976A	Woodgrain Box Car #8283	55.95
R-1976B	Woodgrain Box Car #8417	55.95
R-1977A	Woodgrain Box Car #8401 with Block Lettering	55.95
R-1977B	Woodgrain Box Car #8364 with Block Lettering	55.95
R-1977C	Kitchen Car-Red	59.95
R-1837	Tool Car-Red	59.95

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Full Woodgrain Detail

R-1600	Swift-Red	59.95
R-1603	Denver & Rio Grande Western-Yellow	59.95
R-1604	PFE/UP Overland-Yellow	59.95
R-1605	Colorado & Southern #1105-Yellow	59.95
R-1607	Burlington "Everywhere West"-Yellow	59.95
R-1608	A&P-Yellow	59.95
R-1609	Heinz 57 "Apple Butter"-Yellow	59.95
R-1616	Miller Beer-White/Black	65.95
R-1617	Corona Beer-White/Black	59.95
R-1618	Chateau Martin Wine-Purple	59.95
R-1619	Colorado & Southern #1119-Yellow	59.95
R-1621	Pacific Beer-Yellow	65.95
R-1623	Opentherm-Blue/Tuscan	59.95
R-1624	Denver & Rio Grande Western-Yellow	59.95
R-1625	Tropicana-White/Green	59.95
R-1626	Baby Ruth-Maroon	59.95
R-1627	Hoods Milk-Green/Tuscan	59.95
R-1628	Railway Express-Green/Black	59.95
R-1629	Heinz Food Products-White/Green	59.95
R-1630	Olympia Beer-Yellow/Tuscan	65.95
R-1631	Pabst Beer-White/Blue	65.95
R-1633	Central Vermont-Silver/Black	59.95
R-1634	Rath-Yellow	59.95
R-1635	Pacific Fruit Express LP/SP-Orange/Black	59.95
R-1636	Green Bay & Western-Green/Tuscan	59.95
R-1637	California Fast Freight Line-Yellow/Tuscan	59.95
R-1638	Lindsay Brothers-Green/Black	59.95
R-1639	Brookside-Maroon/Black	59.95

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— LIMITED EDITION —

Piggyback Flat Car with Trailer

R-1750	Union Pacific	64.95
R-1751	Santa Fe	84.95
R-1752	Wabash	64.95
R-1753	Great Northern	84.95
R-1754	Southern Pacific	84.95
R-1755	Pennsylvania	84.95
R-1756	Southern	84.95
R-1757	Denver & Rio Grande Western	84.95
R-1758	Roadway	84.95
R-1759	United Movers	84.95
R-1760	A&P	84.95
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R-1842	Budweiser-White/Red	65.95
R-1843	Busch-White/Gold	65.95
R-1844	Michaelob Dry-White/Blue	65.95
R-1763	Cyderside Piggyback	99.95
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SANTA FE MAP SERIES REEFERS

R-1810	Grand Canyon/Map-Orange	SOLD OUT
R-1811	Route of the Chief/Map-Orange	59.95
R-1812	El Capitan/Map-Orange	59.95
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Purchase any two USA Trains Rolling Stock items at our regular price and choose any of the following box cars at special prices — they will make great gifts!

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R-1933	NYC Paopemaker Box Car (Red-Gray)	24.95
R-1934	Santa Fe Box Car (Tuscan)	19.95
R-1935	Santa Fe Box Car (Orange)	24.95
R-1937	Union Pacific Box Car (Yellow-Silver)	24.95
R-1951	Northern Pacific Box Car (Green)	19.95
See us Limited to Quantities on Hand		

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R-1300	Xmas 1991 Reeler "Santa Claus is Coming To Town"	64.95
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R-1969	Xmas 1989 Box Car "Dear Santa, I Want It All"	59.95

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R-1800	Work Flat with Load	44.95
R-1830	Box Car	53.95
R-1840	Kitchen Car	59.95
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MAINTENANCE OF WAY - Gray

PENNSYLVANIA - Yellow

DENVER & RIO GRANDE WESTERN - Gray

NEW UNION PACIFIC - Green

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R-1845	Santa Fe-Silver/Black	59.95
R-1846	Amtrak-Orange/Black	59.95
R-1847	Colorado & Southern-Red	59.95

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R-1720	Denver & Rio Grande Western with 2 Vintage Autos	49.95
R-701	Pennsylvania with 2 Modern Autos	49.95



ARISTO G GAUGE TRAIN SETS

A-28025	Christmas Freight Set	149.95
A-29001	Great Northern Freight Set	224.95
A-29003	Baltimore & Ohio 2-4-2 Passenger Set	262.95

ARISTO STEAM LOCOMOTIVES

A-21401	4-6-2 Pacific Penny w/Tender & Sound	299.95
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A-21403	4-6-2 Pacific CNJ Rd w/Tender & Sound	299.95
A-21404	4-6-2 Pacific CHJ Comet w/Tender & Sound	299.95
A-21405	4-6-2 Pacific SRR Crescent w/Tender & Sound	299.95
A-21407	4-6-2 Pacific NYC w/Tender & Sound	299.95
A-21408	4-6-2 Pacific UP w/Tender & Sound	299.95
A-21409	4-6-2 Pacific Rio Grande w/Tender & Sound	299.95
A-21410	4-6-2 Pacific SP w/Tender & Sound	299.95
A-21411	4-6-2 Pacific Santa Fe w/Tender & Sound	299.95
A-21501	2-8-2 Mikado B&O w/Tender & Sound	314.95
A-21502	2-8-2 Mikado Pennsy w/Tender & Sound	314.95
A-21503	2-8-2 Mikado UP w/Tender & Sound	314.95
A-21504	2-8-2 Mikado Santa Fe w/Tender & Sound	314.95
A-21505	2-8-2 Mikado SP w/Tender & Sound	314.95
A-22001	Alco FA-1 Diesel New York Central	149.95
A-22002	Alco FA-1 Diesel Canadian Pacific	149.95
A-22003	Alco FA-1 Diesel Baltimore & Ohio	149.95
A-22004	Alco FA-1 Diesel SP "Daylight"	149.95
A-22005	Alco FA-1 Diesel Union Pacific	149.95
A-22006	Alco FA-1 Diesel Pennsy "Tuscan"	149.95
A-22007	Alco FA-1 Diesel Lehigh Valley	149.95
A-22008	Alco FA-1 Diesel Rio Grande	149.95
A-22009	Alco FA-1 Diesel Rock Island	149.95
A-22010	Alco FA-1 Diesel Santa Fe	149.95
A-22011	Alco FA-1 Diesel SP "Black Widow"	149.95
A-22013	Alco FA-1 Diesel Pennsy "Green"	149.95
A-22016	Alco FA-1 Diesel Reading	149.95
A-22018	Alco FA-1 Diesel New Haven	149.95
A-22021	Alco FB-1 Diesel New York Central	149.95
A-22022	Alco FB-1 Diesel Canadian Pacific	149.95
A-22023	Alco FB-1 Diesel Baltimore & Ohio	149.95
A-22024	Alco FB-1 Diesel SP "Daylight"	149.95
A-22025	Alco FB-1 Diesel Union Pacific	149.95
A-22026	Alco FB-1 Diesel Pennsy "Tuscan"	149.95
A-22027	Alco FB-1 Diesel Lehigh Valley	149.95
A-22028	Alco FB-1 Diesel Rio Grande	149.95
A-22029	Alco FB-1 Diesel Rock Island	149.95
A-22030	Alco FB-1 Diesel Santa Fe	149.95
A-22031	Alco FB-1 Diesel SP "Black Widow"	149.95
A-22033	Alco FB-1 Diesel Pennsy "Green"	149.95
A-22036	Alco FB-1 Diesel Reading	149.95
A-22038	Alco FB-1 Diesel New Haven	149.95

Any ALCO FA-1 and
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A-22102	GE U25B Diesel Chesapeake	164.95
A-22103	GE U25B Diesel New Haven	164.95
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A-22105	GE U25B Diesel Erie-Lackawanna	164.95
A-22110	GE U25B Diesel Santa Fe "Warbonnet"	164.95
A-22112	GE U25B Diesel New York Central	164.95
A-22113	GE U25B Diesel Union Pacific	164.95
A-22115	GE U25B Diesel Maine Central	164.95
A-22116	GE U25B Diesel Western Pacific	164.95

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A-41201	2-Bay Gov Hopper-Nickel Plate	37.50
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A-41205	2-Bay Gov Hopper-Santa Fe	37.50
A-41208	2-Bay Gov Hopper-Golden Leaf Flour	37.50
A-41207	2-Bay Gov Hopper-Borax	37.50
A-41211	2-Bay Gov Hopper-Rio Grande	37.50
A-41215	2-Bay Gov Hopper-Pennsylvania	37.50
A-41301	Chemical Tank-Dow	29.95
A-41302	Chemical Tank-Hooker	29.95
A-41304	Chemical Tank-Union Oil	29.95
A-41305	Chemical Tank-Sinclair	29.95
A-41306	Chemical Tank-Dupont	29.95
A-41309	Chemical Tank-Santa Fe	29.95

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Fully compatible with LGB and features solid brass rail and durable polymer ties.

A-11000	12' Straight Track	Each 2.75
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A-11060	24' Straight Track	Each 5.25
	Case of 12 Pieces	59.95
A-11070	36' Straight Track	Each 7.95
	Case of 12 Pieces	89.95
A-11100	12' Curved Track	Each 2.75
	Case of 12 Pieces-1 Circle	31.50
A-11500	Medium Radius Curved Track	Each 4.75
	Case of 12 Pieces-1 Circle	53.95
A-11800	Wide Radius Curved Track	Each 7.95
	Case of 18 Pieces-1 Circle	89.95
A-11200	Switch-Manual-Right	19.95
A-11205	Switch-Remote-Right	35.95
A-11210	Switch-Manual-Left	19.95
A-11215	Switch-Remote-Left	35.95

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ONLY 29.95 INSTALLED

NEW USA Metal Wheels
\$6.95 per pair



BACHMANN TRAIN SETS-G SCALE

Jacksonville: Southeastern Railroadiana Collectors Model Train Sale and Trade Show—Feb. 15. Prime F. Osborn Convention Center, 1000 W. Water St. 9 a.m. to 4 p.m. \$3; under 13 free. Jack Martin, 4183 Paron Pines, Atlanta, GA 30327; 404-233-7991.

Kissimmee: Kissimmee-St. Cloud Model Railroad Engineers Swap Meet—Feb. 8. Kissimmee Valley Agricultural Center, Hwy. 192 E. 9 a.m. to 3 p.m. \$2; children free w/adult. Greg Smith, 1347 Aladdin St., St. Cloud 34769; 407-892-0436.

Largo: Suncoast Model Railroad Club Open House—Jan. 11, 12. Pinellas Industrial Park, Bldg. A, 12355 62nd St. N. Sat. 10 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. Free. Warren Jamison, 12351 53rd St. N., 33540; 813-581-3607.

Pompano Beach: Greenberg's Great Train, Dollhouse, and Toy Show—Jan. 11, 12. Broward Community College—North Campus, 11 a.m. to 5 p.m. \$5; under 12 free w/adult. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

Tampa: Greenberg's Great Train, Dollhouse, and Toy Show—Jan. 4, 5. State Fairgrounds, 11 a.m. to 5 p.m. \$5; under 12 free w/adult. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

Tampa: Railroad Prototype Modelers Meet—Jan. 25. Happy Hobo Hobby Shop, 4040 W. Waters Ave. 10 a.m. to 3 p.m. Free. Joseph Gates, 4007 Paddlewheel Dr., Brandon 33511; 813-681-6271.

GEORGIA

Atlanta: Model Train, Toy, and Railroadiana Show and Sale—Jan. 4. Marriott Hotel Northwest, I-75 and Windy Hill Rd. 10 a.m. to 4 p.m. \$3; 6 through 17, \$1; family \$6. Atlanta Model Train Shows, 3329 White Castle Way, Decatur 30034; 404-987-2773.

Atlanta: NMRA Southeastern Region Piedmont Div. Show and Convention—Jan. 18, 19. \$5; 6 through 16, \$2; under 6, scouts in uniform free. Rick J. Hemingway, 404-963-5632.

East Point: NMRA Southeastern Region Piedmont Div. Meet—Jan. 23. Summer Park Community Center, 1889 Lexington Ave. 7 to 10 p.m. Free. Lenny Polinsky, 404-968-0766.

Marietta: Cobb County Society of Ferroquiniologists Meet—Jan. 10, Feb. 14. C&S Bank Community Room, 730 p.m. Free. Jim Streeter, 812 Emerald Falls Rd., Woodstock 30188; 404-926-1063.

Marietta: NMRA Southeastern Region Piedmont Div. Meet—Jan. 14. Cobb County Community Library, 266 Roswell St. 7 to 9:30 p.m. Rick J. Hemingway, 404-963-5632.

Savannah: Coastal Rail Buffs Model Railroad Show—Jan. 18, 19. National Guard Armory, 1248 Eisenhower Dr. 11 a.m. to 5 p.m. \$3; ex-citizens, teens, \$2. Chuck Beaver, Box 9505, 31402; 412-236-4344 day or fax 236-7179.

ILLINOIS

Chicago: Smokey Mountain Model Railroad Club Open House—Jan. 4. 1507 N. Keystone. 7:30 p.m. to midnight. Free. E. Neuhaus, same address, 60651; 312-252-0722.

Des Plaines: North South Railroad Club Swap Meet—Jan. 26. Rand Park V.F.W., 2025 Dempster St.

9:30 a.m. to 2:30 p.m. \$2.50. Tom David, 15606 Rob Roy, Oak Forest 60452.

East Moline: Rock Island Southern O Scale Club Open House—Feb. 8, 9. 918 1/2 15th Ave. Sat. 10 a.m. to 4 p.m.; Sun. noon to 4 p.m. \$1; under 12 free. Wesley Melchin, 525 Dwight St., Kewanee 61443; 309-852-2328.

Glenview: NMRA Midwest Region North Shore and Western Div. Meet—Jan. 26, Feb. 23. Diederich Park Field House, 1 to 4:30 p.m. \$1. Jim Goettsche, 1814 Henley St., 60025, 708-724-0427.

Peoria: Illinois Valley and River City Railroad Clubs Train Fair—Feb. 16. Illinois Central College, Rts. 116 and 24. 11 a.m. to 3 p.m. \$2; under 13 free. Rick Dolanc, 4028 W. Hilmont, 61615; 309-692-0882.

Rockford: NMRA Midwest Region Rock River Valley Div. Meet—Jan. 5, Feb. 2. West Suburban Fire Dept., 3816 W. State St. 12:30 to 4:30 p.m. \$2; Joe Whinnery, 804 Stairview Ct., 61108; 815-398-8973.

Wheaton: Great Midwest Train Show—Jan. 12, Feb. 9. DuPage County Fairgrounds, Co. Farm Rd. and Manchester, 10 a.m. to 4 p.m. \$4; under 12 free w/adult. GATS, Ltd. Box 1745, Lombard 60148; 708-834-0653.

INDIANA

Highland: Illiana Train Club Open Meet—Jan. 22, Feb. 26. LARC W. Development Ct., 9600 Kennedy Ave. 7 to 9 p.m. \$1; members free. 219-924-5534 or 312-895-2273.

Indianapolis: Great American Train Show—Feb. 1, 2. Indiana State Fairgrounds, 1202 E. 38 St. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

Indianapolis: Indianapolis Model Railroad Swap—Jan. 25. Beech Grove Benedictine Center, 1402 Southern Ave., Beech Grove, 11 a.m. to 4 p.m. \$2; family \$3. Carl Tomamichel, 222 S. 11th St., 46107; 317-786-1183.

Muncie: Muncie & Western Modular Club Swap Meet and Show—Feb. 29. Delaware County Fairgrounds, Memorial Bldg., 1210 N. Wheeling Ave. 11 a.m. to 4 p.m. \$2; under 12, \$1; family \$5. Lee Downey, 705 N. Nebo Rd., 47304; 317-286-0505 eve.

Richmond: All Trains Flea Market—Feb. 23. National Guard Armory, 1200 W. Main. 10 a.m. to 3 p.m. \$2, under 12 free. Larry Zeller, 4646 W. Hwy. 36, Piqua 45356; 513-773-7186.

KANSAS

Kansas City: Mid-America Train Meet—Feb. 16. Jack Reardon Civic Center, Fifth and Minnesota (I-70). 9 a.m. to 2 p.m. \$3; spouse, under 12 free. Lee Hansen, 315 Willow Way, Lee's Summit, MO 64063; 816-524-2444.

Kansas City: Wyandotte Train-O-Rama Train Meet—Feb. 22. Wyandotte County Fairgrounds, 1405 N. 98 St. 9 a.m. to 2 p.m. \$3; spouse, under 12 free. David L. Chronister, 8422 Barnett, 66112; 913-334-2982.

KENTUCKY

Lexington: Lionel Collectors Club of America Meet—Jan. 4. Continental Inn, Hwy. 60 and New Circle Rd. (I-75, exit 110). 10:30 a.m. to 2 p.m. \$4. Harry Overtoom, 3409 Fleetwood Dr., 40502; 606-268-1942; Winfrey Adkins, 873-2497; or Bill Crace, 289-2423.

MAINE

Augusta: Whitefield Lions Club Model Railroad and Dollhouse Show—Jan. 25. National Guard Armory, Western Ave. 10 a.m. to 4 p.m. \$2; under 12 free; family \$5. Richard T. Hagan, Rt. 1, Box 1930, Windsor 04363; 207-549-5526.

MARYLAND

Baltimore: Baltimore Society of Model Engineers Open House—Jan. 5, 12, 19, 26. 225 W. Saratoga St., 3rd flr. 1 to 5 p.m. 301-837-2763.

Baltimore: Triangle & Western Model Railroad Club Open House—Jan. 4, 5, 11, 12. 8622 Belair Rd. 1 to 6 p.m. Free. Ed Hess, same address, 21236; 301-256-9037 Tue., Thur. eve.

Cumberland: Maryland-West Virginia Model Railroad Assn. Open House—Jan. 5. Allegany County Fairgrounds, Rt. 220 S. 1 to 5 p.m. Free. Pete Wotring, 4 Burton Park Dr., Frostburg 21532; 301-689-3058.

Frederick: Frederick Model Railroad Club Open House—Jan. 5, 12, 19, 26. 423 E. Patrick St. 1 to 4 p.m. Free. Warren C. McClure, 61 Sherwood Dr., Walkersville 21793; 301-845-8410.

Frederick: Frederick Train and Toy Show—Feb. 2. Independent Fire Co., Rosemont Ave., Hwy. 15 N. 10 a.m. to 3 p.m. \$3; under 12 free. Rich DeLong, 41 Greenvale Rd., Westminster; 301-848-5458.

Odenton: Baltimore Annapolis Show—Jan. 12. Odenton Firehall, 9:30 a.m. to 2 p.m. \$3. Jim Hejl; 301-285-5809.

Pasadena: Riviera Beach Fire Dept. Garden—Jan. 4, 5. Firehouse, 8506 Fort Smallwood Rd. 1 to 3 and 7 to 9 p.m. Free. Ted Heinbuch, same address, 21122; 301-255-3636.

Timonium: Ellicott City Scale Model Railroad Assn. Train Show—Jan. 18, 19. State Fairgrounds, I-83, exit 17. 10 a.m. to 4 p.m. Both days \$5; 6 through 12, \$1. Howard Zane, 5236 Thunder Hill Rd., Columbia 21045; 301-730-1036; or Ken Young, 997-2166.

Timonium: Train Collections Association WB&A Chapter Meet—Feb. 29. Timonium Fairgrounds. 8:30 a.m. to 2 p.m. \$7. Don Wernz, 1302 Heather Hill Rd., Baltimore 21239-1414; 301-388-4516.

MASSACHUSETTS

Dedham: Mystic Valley Railway Society's Rail-A-Rama—Feb. 2. Biarritz Plaza. Rts. 1, 128, and I-A. 10 a.m. to 4 p.m. \$2; 5 through 12, \$1; under 5 free. Russ Ryko, Box 486, Hyde Park 02136; 617-361-4445.

Fall River: Old Colony and Fall River Railroad Museum Show—Jan. 19. Veterans Memorial Armory 10 a.m. to 4 p.m. \$2; 5 through 12, 50 cents; under 5 free w/adult. Jay Chatterton, Box 3455, 02722; 508-673-7061.

Leominster: Leominster Train Meet—Jan. 26. Italian Center, 1000 Lancaster St. 9:30 a.m. to 3:30 p.m. \$3; under 12 free. Peter A. Barelli, 138 Hobbs Rd., Princeton 01541.

Wenham: Wenham Museum Model Railroad and Railfan Meet—Jan. 4. Bessie Buker School Auditorium, School St. 10 a.m. to 4 p.m. \$2; 6 through 14, \$1; family \$5. Wenham Museum, 132 Main St., 01984; 508-468-2377.

West Springfield: Amherst Railway Society Show—Feb. 8, 9. Eastern States Exposition, Better Living Center.

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#50355. List: \$11
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"Capitol Dome" Herald
Light Gray. #602204.
List: \$10

- 1950 Toledo, Peoria & Western
Modern Scheme. Light Gray.
#18140. List: \$10



- 1952 Continental Grain Co.
White W/Black, Yellow
and Red Print. #14785
List: \$15
- 1953 Santa Fe "Modern Scheme"
Light Gray, Blue Print.
#315903. List: \$11



- 1955 Lauhoff Grain Co.
White W/Black Print.
#32437. List: \$13

- 1957 Seaboard Air Line
"Large Roman Print"
Light Gray, Black Print.
#31649. List: \$10
- 1958 Central of Georgia
Light Gray, Black Print.
#934. List: \$10 (TBA)
- 1959 Terminal Grain Co.
"Sioux City Iowa"
White W/Red Print.
#1085. List: \$12
- 1960 Far-Mar Co. Inc.
Reef Orange.
#7083. List: \$12
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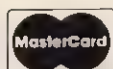
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MICHIGAN

Ann Arbor: Ann Arbor Model Railroad Club Meet—Feb. 16. Ypsilanti High School, Hewitt and Packard Rd. 10 a.m. to 4 p.m. \$3; under 10 free w/adult. James O. Williams, 1612 Brookfield, 48103; 313-761-6994 day.

Dearborn: Allen Park Model Railroad Club Flea Market—Jan. 12. Dearborn Civic Center, Michigan Ave at Greenfield. 11 a.m. to 4 p.m. \$2; under 12 free w/adult. A. Zombor, 12973 Wesley, Southgate 48195; 313-283-5060.

Hazel Park: Roundhouse Model Railroaders Swap and Shop—Feb. 2. Hazel Park Community Center, 620 W. Woodward Hts. 10 a.m. to 4 p.m. \$2; family \$5. Ray Walters, Box 146, 48030.

Jackson: Jackson Toy and Model Railroad Flea Market—Feb. 2. Jackson Crossing (formerly Paka Plaza). Noon to 4 p.m. Free. Gene Swain or Richard Thrums, 212 S. Mechanic St., 49201; 517-783-3317.

Lapeer: Lapeer Model Railroaders Flea Market—Feb. 23. American Legion Hall, Post 16, 1701 W. Genesee Rd. 10 a.m. to 4 p.m. \$2. Joe Brondo, 15680 Inlay City Rd., Capar 48014; 313-395-4966 eve.

Rochester Hills: Rochester Hills Museum Model and Toy Train Exhibit—Dec. 15 through Feb. 15. Rochester Hills Museum at Van Hoosen Farm. Wed. through Sun. 1 to 4 p.m. \$2; sr. citizens \$1; children 50 cents. Margaret Oderman or Patrick J. McKay, 1000 Rochester Hills Dr., 48309; 313-656-4663.

Saginaw: NMRA North Central Region Div. 7 Mid to Upper Michigan Area Meet—Jan. 12. First of America Bank, 5540 Dixie Hwy., Bridgeport. 2 p.m. Carl Goodman, 2065 Sunset Ln., 48604; 517-753-7940.

Taylor: Plymouth Yard Hobbies Train Show—Jan. 5. Sheridan Community Center, 12111 Pardee. 10 a.m. to 4 p.m. \$2; under 12, \$1. Robert Reckinger, 904 Stark-weather, Plymouth 48170; 313-455-2030.

MINNESOTA

Minneapolis-St. Paul: NMRA Twin Cities Div. Clinics—Jan. 9. Everett McClay V. F. W. Post, 2731 E. 78 St., Bloomington. 7:30 p.m. Free. Ron Schutts, 5917 St. Johns Ave., Edina 55424; 612-929-2930.

St. Paul: Hennepin Overland Model Railroad Club Open House—Jan. 26, Feb. 23. 458 N. Lexington Pkwy. Sat. 9 a.m. to 5 p.m.; Sun. 1 to 5 p.m. Free. Gary L. Braasch, 816 82nd Ave. N., Brooklyn Park 55444-1705; 612-566-4222.

Woodbury: Greater East Area Model Railroad Club Flea Market—Jan. 25. Woodbury High School, 1425 School Dr. 10 a.m. to 3 p.m. \$4; under 12 free. Paul Napier, 6055 52nd St. N., Oakdale 55109; 612-777-9125.

MISSOURI

Kansas City: Great American Train Show—Feb. 22, 23. Kansas City Municipal Auditorium, 14th and Central Ave. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

St. Charles: St. Charles Model Railroad Club Train Fair, Show, and Swap Meet—Jan. 25. Stegton

Restaurant, I-70 and S. Fifth St. 9 a.m. to 2 p.m. \$1.50; under 12 free w/adult. Jim Monroe, 129 Hunter's Ridge, 63301, 314-723-3115.

St. Joseph: Big Boys' Toys Train Show—Feb. 1, 2. Holiday Inn, 102 S. Third St. Sat. 11 a.m. to 6 p.m. Sun. 11 a.m. to 5 p.m. \$2; under 11 free w/adult. Curt Gardner, 707 Edmond St., 64501; 816-232-0948.

St. Louis: Great American Train Show—Jan. 18, 19. Cervantes-St. Louis Convention Center, 801 Convention Plaza. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

MONTANA

Miles City: Eastern Montana Society of Model Engineers Show and Swap Meet—Feb. 15, 16. Miles Community College, Rm. 106. Sat. 11 a.m. to 7 p.m.; Sun. noon to 5 p.m. \$1; under 12 free w/adult. Leonard Smith, 406-232-6408 or Randy Parker, 606 Truscott, 59301.

NEW JERSEY

Bricktown: Ocean County Model and Toy Train Show and Sale—Feb. 16. Elks Hall, Old Hooper Ave. 10 a.m. to 3 p.m. \$2.50; under 12 free w/adult. Louis DiGirolamo, 5 S. Beer St., Holmdel 07733; 908-264-1516 or 739-9587.

Edison: Greenberg's Great Train, Dollhouse, and Toy Show—Jan. 25, 26. Raritan Center Expo Hall. 11 a.m. to 5 p.m. \$5; under 12 free w/adult. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

Iselin-Woodbridge: K's Toy Train Show—Jan. 5. Sheraton at Woodbridge Place & Tower. 10 a.m. to 2 p.m. \$4.50. James Krakowiecki, 314 Perrine Ave., Piscataway 08854; 908-463-8696.

Jamesburg: Märklin Enthusiasts of America Swap Meet—Feb. 2. Holiday Inn, Turnpike, exit 8A. 10 a.m. to 3 p.m. \$4. Steve Seyer, 4444 Parkland Dr., Allentown, PA 18104; 215-398-3021.

Oklny: New Jersey Div. Meet—Jan. 18. St. Mark's Lutheran Church, 1 Haddon Ave. 1 to 4 p.m. Mert Gardner, 110 Otter Branch Dr., Magnolia 08049; 609-784-4263.

Titusville: Titusville Train Collectors Meet—Jan. 18. Feb. 15. Union Firehall, Rt. 29 N. off I-95, exit 1. 7 a.m. to 1 p.m. \$2; under 12 free. Herman Lotstein, 21-7 Potters Pl., Holland, PA 18966; 215-968-7630.

Wayne: Bergen-Passaic Toy and Train Show—Jan. 26. Wayne P.A.L. Hall. 9 a.m. to 2 p.m. \$5. 718-229-6282.

Winslow: Winslow Junction Scale Train and Railroadiana Meet—Jan. 5. Winslow Firehall, Hall and Hay Sts. 10 a.m. to 3 p.m. \$3; family \$5. Bill Powell, 306 Broad St., Williamstown 08094; 609-728-1327.

NEW YORK

Amityville: Suffolk Nationals Train Meet—Jan. 26, Feb. 16. American Legion Hall, Post 1015, Park Ave. 9 a.m. to 1 p.m. \$3. Ernie Knudsen, 516-691-7628.

Bethpage: Grumman Train Show—Jan. 11. 800 S. Oyster Bay Rd., Bldg. 28. 11 a.m. to 3:30 p.m. Free. Stephen Williams, 137-33 Bedell St., Springfield Gardens 11413; 516-575-2079 day.

East Islip: Brooklyn Model Railroad Club All Gauge Meet—Jan. 19. Knights of Columbus Hall, Hawthorne Ave.

9 a.m. to 1 p.m. \$3; under 10 free; family \$5. Fred Graf, 9221 Foster Ave., Brooklyn 11236-1717; 718-257-3571.

Elmira: Chemung County Historical Society Exhibition—Dec. 7 through Feb. 22. 415 E. Water St. Tue. through Fri. noon to 4 p.m., Sat. 1 to 4 p.m. Free. Constance B. Barone, same address 14901; 607-734-4187.

Elmont: St. Vincent DePaul Train, Toy, Doll Miniature, and Craft Show—Jan. 12. St. Vincent DePaul School Auditorium, 1510 DePaul St. 10 a.m. to 4 p.m. \$4; sr. citizens \$2; under 12 free w/adult. Frank DeOrio, same address; 516-352-2127.

Franklin Square: Railroad Lines Train Meet—Feb. 23. V. F. W. Hall, 68 Lincoln Rd. 9 a.m. to 1 p.m. \$3; under 12 free w/adult. Rae Romano, 237 Runtin St., 11010; 516-486-6658.

Lake Ronkonkoma: Wrong Island Railroad Train Layout—Jan. 4, 5, 11, 12, 18, 19, 25, 26, Feb. 1, 2, 8, 9. 679 Hawkins Ave. Noon to 5 p.m. \$2.50; sr. citizens, under 12: \$1.50. 516-467-1222.

Lindenhurst: Northern Spur Train Swap Meet—Jan. 5. Knights of Columbus Hall, 400 S. Broadway. 9 a.m. to 1 p.m. \$3; under 12 free w/adult. Carmelo Saccetta, 29 Tappan Ave., Babylon 11702; 516-666-6855.

Patchogue: Patchogue Model Railroad Engineers Open House—Jan. 19. Four Sisters Community Center, 96 S. Ocean Ave. 10 a.m. to 4 p.m. Free. M. J. Burke, Box 314, Remsenburg 11960; 516-325-0273.

Philmont: Lionel Collectors Club of America Meet—Jan. 4. Sacred Heart Church Hall, Main St. and Ark. 10 a.m. to 2 p.m. \$3. George Tebott, Box 149, Spencertown 12165; Ron Szczepanski, 518-377-5118; or Gary Whitman, 914-229-6232.

Schenectady: Mohawk and Western Railway Co. Train Show—Feb. 2. Ramada Inn, Nott St. 9 a.m. to 3 p.m. \$2; under 12 free. Chuck Rector, 1828 Helderberg Ave., 12306; 518-355-5889.

Syracuse: Syracuse Model Railroad Club Open House and Meet—Feb. 16. Eastwood American Legion Post 1276, James St. at Nichols Ave. 10 a.m. to 4 p.m. \$2; under 13, \$1; family \$5. Ken May, 73 1/2 E. Oneida St., No. 114, Baldwinsville 13027; 315-635-3123.

Troy: Rensselaer Model Railroad Society Open House—Jan. 3, 4, 10, 11, 17, 18, 24, 25, 31. Davison Hall basement, RPI Campus. 10 a.m. to 4 p.m. \$3. Joe Sagmore, RMRRS Rensselaer Union, RPI, 12180-3590; 518-276-2764.

White Plains: Great Westchester Toy and Train Show—Feb. 9. Westchester Co. Center. 9 a.m. to 3 p.m. 518-392-2660.

NORTH CAROLINA

Concord: Train and Toy Show—Jan. 25. National Guard Armory, Hwy. 49 and Old Charlotte Rd. 9 a.m. to 4 p.m. \$3. Carolina Hobby Expo, 3452 Odell School Rd., 28027; 704-786-8373.

Fayetteville: Sandhills Toy and Train Show—Feb. 15. Cumberland Expo Center, Hwy. 301 S. 9 a.m. to 5 p.m. \$3. Carolina Hobby Expo, 3452 Odell School Rd., Concord 28027; 704-786-8373.



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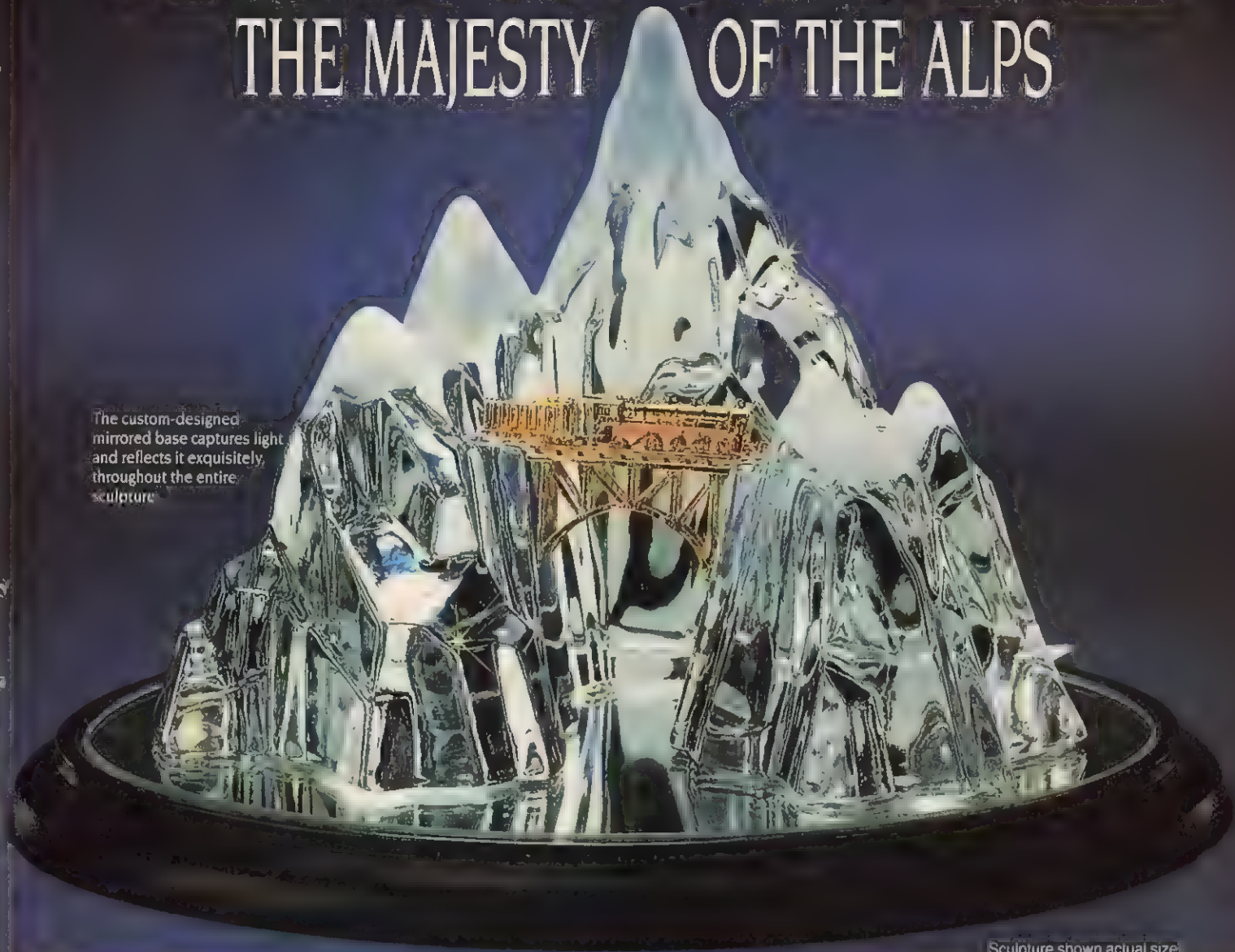
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Raleigh: North State Toy and Train Show—Jan. 18, 19. State Fairgrounds, 1025 Blue Ridge Rd. Sat. 9 a.m. to 5 p.m.; Sun. 10 a.m. to 4:30 p.m. \$4. Carolina Hobby Expo, 3452 Odell School Rd., Concord 28027; 704-786-8373.

OHIO

Canton: Classic Trains and Exhibitions Train and Toy Show—Jan. 26. Canton Hilton, 320 Market Ave. S. 10 a.m. to 4 p.m. \$2; under 13 free. Glenn Groff, 3385 Brigadoon Cir. S.W., Dalton 44618; 216-833-2582 eve. or Jon Ulbright, 262-7488.

Cincinnati: Great American Train Show—Feb. 8, 9. Cincinnati Convention Center, Sixth and Elm Sts. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

Cleveland: Westpark Model Railroad Swap and Shop—Jan. 4. U.A.W. Hall, 5615 Chevrolet Blvd., Parma. 8:30 a.m. to 4 p.m. 8:30 a.m.; \$6; 10 a.m., \$3, noon \$2; 6 through 15, \$1. Lewis Warren, 15313 Willman Ave., 44135; 216-676-8120.

Eastlake: Eastlake Train Show—Jan. 19. 34041 Stevens Blvd. 10 a.m. to 4 p.m. \$2.50; sr. citizens, students \$2; family \$5. Bob Frieden, 9695 Chillicothe Rd., Kirtland 44094; 216-256-1749.

Euclid: Euclid High Train Show—Feb. 2. 651 E 222 St. 10 a.m. to 4 p.m. \$2.50; sr. citizens, students \$2; family \$5. Bob Frieden, 9695 Chillicothe Rd., Kirtland 44094, 216-256-1749.

Kirtland: Kirtland High Train Show—Feb. 22, 23. 9152 Chillicothe Rd. 10 a.m. to 4 p.m. \$2.50; sr. citizens, students \$2; family \$5. Bob Frieden, 9695 Chillicothe Rd., 44094; 216-256-1749.

New Philadelphia: Classic Trains and Exhibitions Train and Toy Show—Feb. 16. Kent State University—Tuscarawas Campus, Student Union, University Dr. 10 a.m. to 4 p.m. \$2, under 13 free. Glenn Groff, 3385 Brigadoon Cir. S.W., Dalton 44618; 216-833-2582 eve. or Jon Ulbright, 262-7488.

OKLAHOMA

Tulsa: Great American Train Show—Jan. 11, 12. Tulsa Convention Center, 100 Civic Center. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

OREGON

Portland: Great American Train Show—Feb. 1, 2. Multnomah County Expo Center, 2060 N. Marine Dr. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

PENNSYLVANIA

Adamsburg: Adamsburg and Community V.F.D. Train Show—Jan. 5. Rt. 30 E. off Pa. Tnpk., exit 7. 10 a.m. to 4 p.m. \$2; under 13 free; family \$5. Thomas Anthony, Box 92, 15811; 412-527-6250.

Ambridge: Model Railroad Open House—Jan. 4, 5, 11, 12, 18, 19, 25, 26, 287 Fourth St., 2nd fl., rear. Noon to 6 p.m. \$2; children 50 cents; under 6 free. Lee Ryghnaki, 4028 Forest Dr., Aliquippa 15001; 412-266-4787.

Emmaus: East Penn Model Railroad Society Open House—Jan. 4, 5. V.F.W. hall, 3rd fl., Fifth and Jubilee St. Sat. 1 to 9 p.m.; Sun. 1 to 6 p.m. Free. Jeffrey Semprini, Rt. 2, Box 693, Brunenigville 18031; 215-285-6316.

Fort Washington: GATSMELines Model Railroad Club Open House—Jan. 4, 5, 18, 19. Prospect and Madison Aves., basement, next to New Horizons Montessori School. 1 to 5 p.m. Free. Ed Schaller, 640 Runnymede Ave., Jenkintown 19046; 215-886-7999.

Freedom: Beaver County Model Railroad and Historical Society Open House—Jan. 3, 4, 5. Century National Bank, Third Ave. and Sixth St. Fri. 6 to 9 p.m.; Sat. 1 to 9 p.m.; Sun. 1 to 6 p.m. Free. Joseph P. Ricker, 245 Wilson Ave., Beaver 15009; 412-774-5414.

Gilbertsville: Gilbertsville Train-O-Rama—Jan. 12, Feb. 9. Gilbertsville Firehouse, Rts. 73 and 100. 9 a.m. to 2 p.m. \$2; under 12 free w/adult. Mary Preudhomme, Rt. 7, Box 792, Boyertown 19512; 215-367-7857.

Lansdale: North Pennsylvania Railroad Co. Model Railroad Show—Jan. 11, 12. 400 N. Pierce St. Noon to 6 p.m. James L. Maurer, Box 563, 19446; 215-362-8390 or 855-0102.

Monroeville: Greenberg's Great Train, Dollhouse, and Toy Show—Feb. 15, 16. Pittsburgh Expo Mart. 11 a.m. to 5 p.m. \$5; under 12 free w/adult. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-795-7447.

New Castle: Penn-Ohio Train Expo 82 Model Railroad and Railroadiana Show—Feb. 2. Scottish Rite Cathedral. 10 a.m. to 4 p.m. \$3; under 13 free. Ric Tritsch, 412-656-1200.

Phoenixville: Schuylkill Valley Model Railroad Open House—Jan. 11, 12. 400 S. Main St. 1 to 5 p.m. Free. Paul Hoerner, Box 354, 19460.

Pittsburgh: Pittsburgh Model Railroad Historical Society Display—Jan. 3, 4, 5, 10, 11, 12. 5507 Lakeside Dr., Gibsonia. Fri. 6 to 10 p.m.; Sat., Sun. 11 a.m. to 5 p.m. \$3; under 13, \$1. William Humphrey, same address, 15044; 412-444-6944.

Richboro: Abington Lines Model Railroad Club Open House—Jan. 4, 5. 2066 Second St. Pike. 1 to 5 p.m. Free. Mike Junod, 207 Windsor Ave., Southampton 18966, 215-364-1719 eve.

Souderton: Logan Model Railroad Club Open House—Jan. 4, 5. Souderton Train Station, Broad and Main St., Rt. 113. 1 to 5 p.m. Free. Walter B. Curll Jr., 131 W. Eighth Ave., Conshohocken 19428; 215-828-5856.

TENNESSEE

Nashville: Great American Train Show—Jan. 25, 26. Nashville Municipal Auditorium, 417 Fourth Ave. N. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

TEXAS

Houston: Great American Train Show—Jan. 4, 5. George R. Brown Convention Center, 1001 Convention Center Blvd. Sat. 1 to 7 p.m.; Sun. 11 a.m. to 5 p.m. \$4.50; under 12 free w/adult. GATS Ltd., 708-834-0652.

Plano: Dallas Area Train Show—Jan. 18, 19. Central Expressway and Spring Creek Pkwy. 10 a.m. to 5 p.m. \$4; under 13 free. John Markl, 1117 S. Travis, Sherman 75090, 214-893-3011 eve.

San Antonio: San Antonio Model Railroad Assn. Jamboree—Jan. 18. Seven Oaks Hotel and Conference

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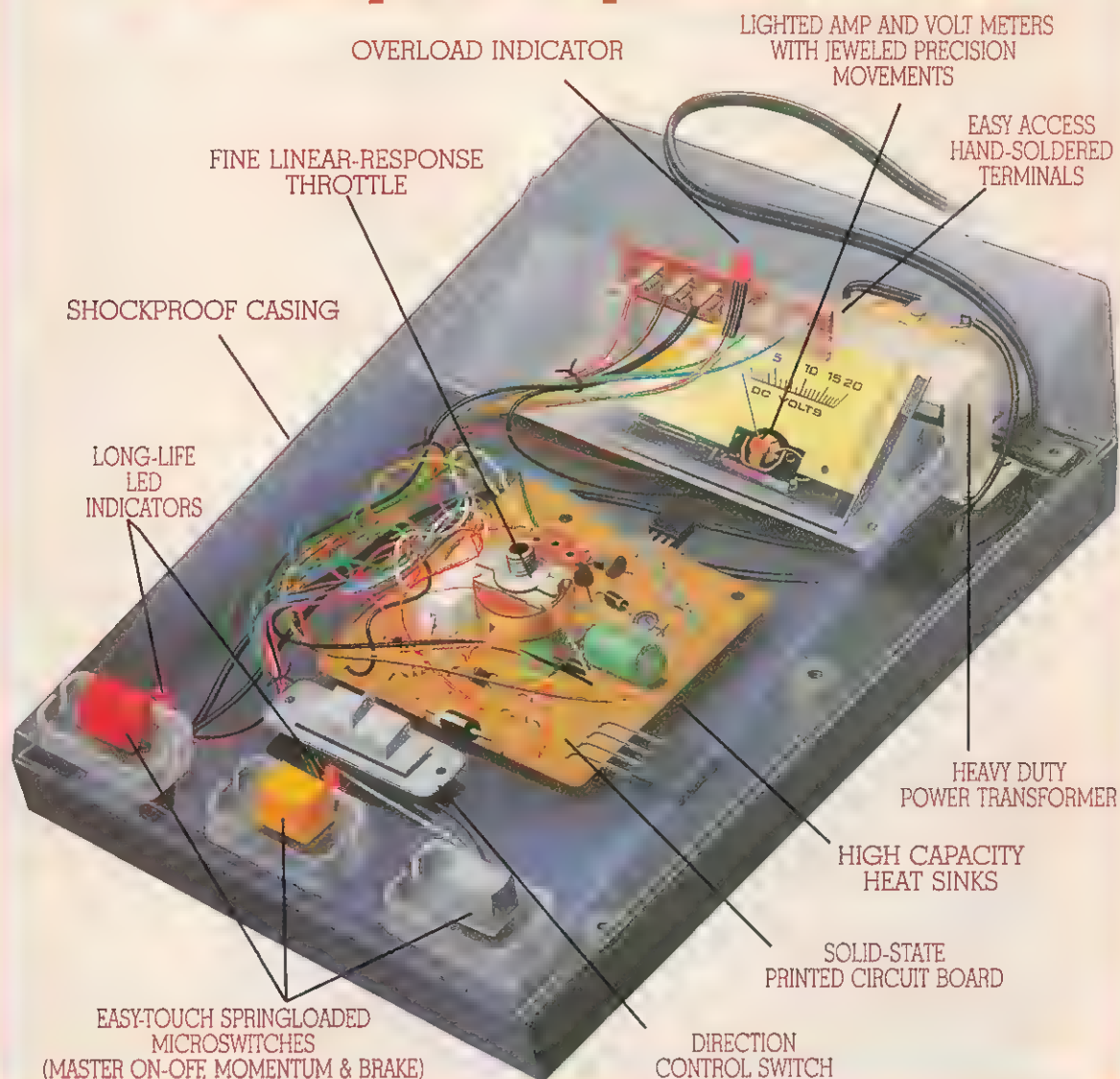
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UTAH

American Fork: Central Utah Model Railroad Fair—Jan. 25. National Guard Armory, 251 S. 200 E. 9 a.m. to 6 p.m. \$1; under 12 free. Mike Liljenquist, 1051 N. 1005 W., Orem 84057; 801-226-7947.

VIRGINIA

Vienna: Northern Virginia Model Railroaders Open House—Jan. 18, Feb. 15. Washington & Old Dominion Station, Dominion and Ayr Hill Rds 1 to 5 p.m.; 703-938-5157 Tue eve.

Virginia Beach: Greenberg's Great Train, Dollhouse, and Toy Show—Jan. 4, 5. Virginia Beach Convention Center. 11 a.m. to 5 p.m. \$5; under 12 free w/adult. Greenberg Shows, 7566 Main St., Sykesville, MD 21784; 410-796-7447.

WASHINGTON

Spokane: Model Railroad Swap Meet—Feb. 16. Spokane Youth Sports Bingo, 2230 E. Sprague. 10 a.m. to 4 p.m. \$2; under 12 free. Marcie Nelson, 807 E. Vicksburg 99208; 509-467-8348 eve.

WEST VIRGINIA

Weirton: Classic Trains and Exhibitions Train and Antique Toy Show—Feb. 9. Best Western Inn, 350 Three Springs Dr. and Hwy. 22. 10 a.m. to 4 p.m. \$2; under 13 free. Glenn Groff, 3385 Brigadoon Cir. S.W., Dalton 44618; 216-833-2582 eve. or Jon Ulbright, 262-7488.

Wheeling: Oglebay Resort Model Railroad, Toy, and Dollhouse Show—Jan. 18, 19. Wilson Lodge, Oglebay Park. Sat. 10 a.m. to 6 p.m.; Sun. 10 a.m. to 5 p.m. \$4; 6 through 12, \$1. Mike or Chris Petros, Third and Marshall, McMechen 26040; 304-233-2040 or 232-9657, or Lew Warren, 15313 Willman Ave., Cleveland, OH; 216-676-8120.

WISCONSIN

Beloit: NMRA Midwest Region Rock River Valley Div. Show—Feb. 15, 16. Beloit Mall, Riverside and Henry St. Sat. 10 a.m. to 5 p.m.; Sun. noon to 5 p.m. Lyle Fleener, 10530 Jubilee Dr., Machesney Park, IL 61111; 815-633-5679.

LaCrosse: Great Tri-State Rail-Sale—Jan. 18. Days Inn, I-90, exit 2. 9 a.m. to 3 p.m. \$1; under 12 free. Phil Lamke, 928 Division St. 54601; 608-782-7901.

Madison: NMRA Midwest Region South Central Wisconsin Div. Model Railroad School—Jan. 5. Fitchburg Community Center, 5510 E. Lacey Rd. 1 p.m. Free. Radleigh Becker, 444 Hilltop Dr., 53711; 608-231-1817.

Madison: NMRA Midwest Region South Central Wisconsin Div. Show and Sale—Feb. 8, 9. Dane County Fairgrounds 10 a.m. to 5 p.m. \$4; under 12, \$2. Sue and Larry Bunce, 199 N. Kerch, Brooklyn 53521; 608-455-4233.

Milwaukee: Association of Model Railroad Clubs Show—Jan. 24, Feb. 28. Milwaukee School of Engineering, Auditorium, 1047 N. Broadway St. 7 p.m. Free. Jim Roever, 130 Heidel Rd., Thiensville 53092; 414-242-5547.

Milwaukee: BadgerLand S Gaugers Swap Meet—Jan. 26, Feb. 23. Celebrity Red Carpet Lanes, 5727 S. 27 St. 10 a.m. to 1:30 p.m. \$1. Jim Brown; 414-662-3768.

Milwaukee: NMRA Midwest Region Wisconsin Southeastern Div. Meet—Jan. 19, Feb. 16. University of Wisconsin-Milwaukee, Physics Bldg., Kenwood Blvd. and Cramer St. 12:30 to 6 p.m. LaRoya Chisley, 7062 N. 38 Ct., 53209; 414-352-3546.

West Bend: Association of Model Railroad Clubs Show—Jan. 11, 12. West Bend Outlet Mall, 180 Island Ave. 10 a.m. to 5 p.m. Free. Dave Rohr, 18635 W. Parkview Dr., Brookfield 53005; 414-783-5663.

West Bend: Kettle Moraine Ballast Scorchers Railroad Club Open House—Jan. 12. West Bend Recreation Center, 724 Elm St. 10 a.m. to 5 p.m. \$2; sr. citizens, under 12, \$1. Don Wick, 242 S. Seventh Ave. 53095; 414-338-6021.

CANADA

Ontario, Barrie: Barrie Allandale Railway Modelers Show—Feb. 22, 23. Barrie Armouries, 37 Parkside Dr. Sat. 11 a.m. to 4:30 p.m.; Sun. 11 a.m. to 3 p.m. \$3; sr. citizens, students \$2; family \$5. Terry Everett, Box 774, Wallace Ave., No. 2, Stroud L0L 2M0; 705-436-5771.

Ontario, Barrie: Barrie Model Railroaders Flea Market—Feb. 8. St. George's Anglican Church, Burton Ave. and Granville St. 10 a.m. to 3 p.m. \$3; children 75 cents; family \$7. Maurice Wagner, 299 Pine Dr., L4N 4J3; 705-721-8836.

Ontario, Brantford: NMRA Canada NFR WOD Div. Show and Flea Market—Feb. 2. North Park High School, N. Park St. 11 a.m. to 4 p.m. \$2; under 12 free. Gord King, 90 Prospect St., Port Dover N0A 1N1; 519-583-3204.

Ontario, Mississauga: Erin Mills Model Railroad Assn. Beginners Clinic—Jan. 25. St. Andrews Presbyterian Church, 293 Queen St., South Streetsville. 12:30 to 5 p.m. \$6; under 13, \$3. Pat Konkle, 2233 Blue Beech Cres. 820-6114.

Ontario, Mississauga: Erin Mills Model Railroad Assn. Beginners Clinic—Feb. 1. Sheridan United Church, 2581 Truscott Dr., Clarkson. 12:30 to 5 p.m. \$6; under 13, \$3. Pat Konkle, 2233 Blue Beech Cres. 820-6114.

Ontario, Toronto: Erin Mills Model Railroad Assn. Hobby Show—Feb. 28, 29, Mar. 1. Canadian National Exhibition, Automotive Bldg. 3223 Chokecherry Cres., Mississauga, L5L 1B1.

OVERSEAS

Australia, Victoria, Melbourne: Australian Model Railway Assn. Victorian Branch Exhibition—Mar. 6, 7, 8, 9. Camberwell Centre. Fri., Sat. 10 a.m. to 10 p.m.; Sun., Mon. 10 a.m. to 6 p.m. \$5; children, pensioners \$2. John J. Harry, 66 Lahona Ave., Bentleigh E., Victoria 3165; 03-570-4406.

HOBBY ORGANIZATIONS

LGB Model Railroad Club, Box 26, Baden, PA 15005. Marklin Enthusiasts of America, Box 1588, Granbury, TX 76048; Tim Eckert, 817-326-2523.

National Model Railroad Association, 4121 Cromwell Rd., Chattanooga, TN 37421; 615-892-2846.

Toy Train Operating Society, Suite 408, 25 W. Walnut St., Pasadena, CA 91103; 818-678-0673.

Train Collectors Association, Box 248, Strasburg, PA 17579. ☐

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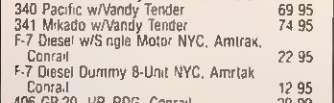
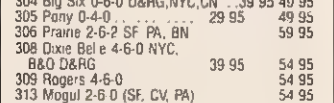
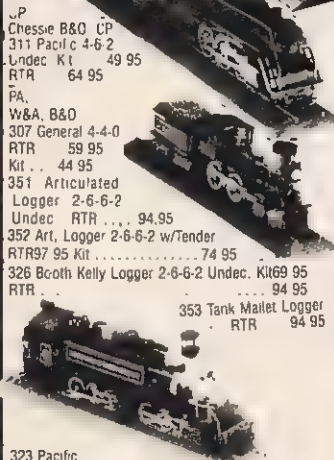
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AHM Gondola Sound Car with Crates	9 99
AHM Ext. Vision Cab (12 for 12 00)	Each 1.50
Giant Athearn \$50,000 Inventory 90% in stock. Sorry, no availability list due to very heavy sell over. Please list a 2nd choice of road name to avoid disappointment. Thank you.	
ATHEARN CARS	
40 Steel Boxcar	3 50
40 Flatcar w/Stakes	3 50
50 Flatcar w/Stakes	3 50
40 Stockcars	3 50
40 Steel Reefers	3 50
42 Three Dome Tank Cars	3 50
42 Single Dome Tank Cars	3 50
50 Gondola	3 50
40 Pulwood Cars	3 50
40 Quad Hopper	3 50
34 Twin Hopper	5 99
Streamline Passenger Cars	
Std. Passenger Cars	5 99
Caboose, Std	3 50
Caboose, Bay Window	3 50
50 Double Door Auto Car	3 50
50 Plug Door Box Car	3 50
Sde Braced 50' PO Box Car	3 50
62' Tank Car	3 50
Chemical Tank Car	3 50
50' Mechanical Reefer	3 50
50' PO Reefer	3 50
Covered Gondola	3 50
ACF Center Flow Hopper	3 50
40' Hi Cube Box	3 50
Wide Vision Caboose	3 50
Your Choice Road Names... Powered & Dummy	
F7A, GP35 GP-9	17 99
SW-7, S12	17 99
U28H, U30B, U338	17 99
L28C U30C, U33C	17 99
SD45, SD9, SDP-40, F45, FP45	17 99
SD40-2	23 99
SD 40T-2	25 99
GP-38 or GP-50	21 99
GP-40-2 or FM	21 99
PA1, PB1	25 99
SW 1500, SW 1000	24 99
RDC1 RDC3	15 99
M R C. POWER PACS • TRI-TEC	
MRC Control Master II	34 99
MRC Tech Dual 027-0 Gauge	44 99
Tech II Model 1400	25 99
Tech II Model 1500	28 99
Tech II Model 2400	29 99
Tech II Model 2500	35 99
Tech I, Model 2800	Sale 36 99
Tech III Model 9000	45 99
Tech III Model 9500	56 99
7000 Sound & Power	NEW 99 95
Tech Two Cab Control	29 99
Control Master #2	39 99
Dual Loco Pack #5	59 99
Throttle Pack 501	37 99
Dual Pack 770	39 99
Tech II Train Power 027 Lione.	Sale 39 99
Train Power 6000 GB or 6200 LGB	42 99
Tri-Tec Hogger 100MW, 100VA Walkaround	
Control	134 95
Tri-Tec 40s Super Power 40VA	Sale 49 99
Magnum #46681	28 95
Magnum Plus #46682	34 95
Magnum Premier #46683	44 95
Magnum #46684	49 95
Magnum Ultra #44285 w/2 Meters	59 95
KADEE HO COUPLERS	
No. 5 Couplers Pack 219, 10 Pack 19 99	
No. 4 6 5 8 9 11 or 16 Pack 219, 10 Pack 19 99	
505 6 7 8 Bolsters	Each 2 19
307 Magne-Electric Uncouplers	Each 5 65
308 Uncouplers 270/321 Uncouplers	2 89
205 Coupler Height Gauge...	2 85
208 or 209 Washers	Each 1 85
231 Greasem Lubr. 235 Spring Pick	1 50
236 Speed-e Driver Cleaner	6 25
312 Uncoupler	3 45
334 Uncoupler Gluing jig	1 85
33' Freight Wheel Set or 36" Pass	5 99
IHC #5000 HO Coal Bunker	29 95
5110 Ferns Wheel	NEW 7 99
5111 Carouse (Merry-go-round)	12 99
5112 Sky Wheel	NEW 12 99
5115 Motorizing Unit for above	NEW 4 99
5124 Octopus Ride	14 99
5213 Swinger w/Swings	12 99
Burding on Fire w/Smoke	15 95
IHC Gingerbread Houses 5 Drl. Bldgs	
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#1 South Ser Stat Frt Set	395 00
#2 Fallen Flags Mil Ltd Set	695 00
#3 Fallen Flags Grl North Elec Ltd Set	495 00
Series #4 Fallen Flags W MD. Set.	454 95
1700 Conrail Limited Set	795 00
1705 Chessie System Set	685 00
1710 CP Rail Fght Set w/Smoke Cab Ltd Ed.	495 00
1491 Erie Lackawanna Freight Set	995 00
Cassie Hiawatha Pass Set Super Sale	695 00
ENGINES & CABOOSSES	
6506 Santa Fe Bay Window	49 95
8607 U.P. 2-6-4 Eng & Tender	
BLOWOUT	149 95
8805 U.P. RS-3	104 95
8806 New Haven SD-18	119 95
8001 Rock Is and Loco & Tender	595 00
7603 Rock Island Hi Cupola Caboose	89 95
8300 Gold GG-1 M n Series	495 00
9702 Gold Caboose Penny Mini Series	
only	99 00
8401 Lionel Hand Car 1986 1987 Collector	
Item	49 95
8402 Burro Crane Motorized	125 00
8403 Santa Claus '88 Hand Car	
BLOWOUT	39 95
8301 Southern FM Trainmaster	495 00
7601 Southern Hi Cupola Caboose	89 95
8003 D&LW Northern Engine & Tender	695 00
7604 D&LW Hi Cupola Caboose	89 95
8405 Santa Fe Burro Crane	96 95
8406 Track Maintenance Car	84 95
8205 GE-8 40C Loc. w/Dual motor, Horn	395 00
9706 UP Extended Vis. Caboose w/Smoke	89 95
9709 Pa Cab	78 95
8000 Pennsy D-600 Switcher B6	575 00
ROLLING STOCK	
6510 New Haven Bay Win Cab	19 95
6617 C&NW Box Car w/EDT	23 95
6301 Lionel Barre Ramp Car	16 95
6307 NKP Flat Car w/Vans	39 95
9002 Pennsy Diner	39 95
9003 Milwaukee Road Diner	49 95
9651 Santa Fe Tool Car	24 95
9207 CP Rail Double Door Box Car	39 95
9209 FEC Box Car	18 95
OPERATING CARS	
9806 Pennsy Operating Hopper	29 95
9809 Erie Operating Box Car	34 95
9800 Operating Cattle Car	125 00
6813 The Katy Coal Dumper	19 50
6814 Reading Cop & Hobo Car	34 95
6816 Santa Fe Track Maint. Car	15 95
9807 Smoking Caboose Pennsy	59 95
9810 Operating Bosco Milk Car	125 00
9852 Jersey Central Bunk Car	29 95
9853 Jersey Central Tool Car	85 95
6819 Wabash Coal Dump Car	BLOWOUT 18 95
6820 C&O Track Maintenance	BLOWOUT 18 95
6221 Alaska RR Log Dump Car	BLOWOUT 18 95
RAIL SCOPE CAMERA IN LOCOS	
33001 HO Rail Scope PWD & Dummy	149 95
55000 G Scale Rail Scope	BLOWOUT 149 95
3002 Rail Scope T Set	BLOWOUT 74 95
1989 COLLECTOR RELEASES	
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8303 Amtrak GG-1 w/Dual Motors & Magnatractor	495 00
9100 Baggage Car	125 00
9101 Combine Passenger Car	125 00
9102 Passenger Car	125 00
9103 Vista Dome Car	125 00
9104 Dining Car	SET ONLY
9105 Vista Fu Dome Ltd Ed	SET ONLY
9106 Observation (All Cars, 795 00)	125 00
NEW 1989 ROLLING STOCK	
6208 Pennsy Auto Carner w/Cars	59 95
6308 Burlington Flat w/Trailer	69 95
6314 Wabash Flat Car w/Trailers	39 95
6318 Lionel Depressed Center Flat/Cable Reels	20 50
9654 Amtrak Bunk Car	26 95
9210 Soo Line Box Car	39 95
9211 Vi. Railway Box Car	39 95
9212 PRR Box Car	39 95
9213 SP&S Box Car	39 95
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13001 #1 318 Std. Gauge (Freight Set)	890 00
13103 Blue Comet Std. Gauge Set	CALL
13412 Old #7 Std. Gauge Set	1549 95
13802 Lionel Runabout Boat	448 95
13002 Fire Ball Express Std.	1095 00
13407 Illinois State Car Std.	562 95
13602 Season's Greetings Car Std.	169 95
51001 #44 Electric Freight Set	725 00
3101 #384 E Steam Loco & Tender	575 00
3300 Gondola	99 95
3600 Cattle Car	115 95
3700 Caboose	134 95
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3900 #200 Trolley Powered	BLOWOUT 225 95
3901 #201 Trolley Dum Trailer	BLOWOUT 150 00
Both Trolley & Dummy	BLOWOUT 350 00
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plus Eng & Tndr Complete Set	975 00
3850 #1115 Metal Passenger Station	225 00
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11726 Erie Lackawanna Frt Set	298 95
18208 B.N SD40 Dummy	189 95
19108 N&W Full Dome Vista	CALL
19406 West Point Mini Car	CALL
19241 Mckee Mot.Se Hi Cube	CALL

19242 Donald Duck Hi Cube	CALL
19525 Speedy Alka Seltzer Reefer	34 95
19526 Jolly Green Giant Reefer	34 95
13604 Std Gauge Christmas Box Car	CALL
19913 OGA Christmas Box Car	26 95
48311 A F Christmas Box Car	CALL
13425 Std Ga. Barnard Pass Car	CALL
85003 Large Scale B N GP20	CALL
COLLECTOR SERIES	
11711 Santa Fe Passenger Set	1195 00
11719 Coastal Freight S S Special	CALL
18007 So. Pac f c GS2 w/Rail Sounds	585 00
18011 Chessie T 1 w/ Rail Sounds	795 00
17608 Chessie Std O Cab w/Smoke	69 95
Engine & Tender & Caboose	850 00
18010 PA 2 Turbine w/Rail Sounds	1450 00
51702 PA N8 Cab w/Smoke	259 95
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18304 Lackawanna M J Commuter Cars	475 00
11722 Girls Train	475 00L
18504 Frisco Fal en Flags #5	525 00
Madson Cars 19015-16-17-18	499 95
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17004 MKT Center Flow Hopper	33 50
17109 N&W Center Flow Hopper	34 50
17110 U.P. Three-Bay Hopper w/Coal	36 50
17111 Reading Three-Bay Hopper w/Coal	36 50
17203 Cotton Belt D D Box Car	39 95
17204 Missouri Pac D D Box Car	39 95
17902 New Jersey Zinc Tank Car	49 95
17903 Conoco Tank Car	49 95
19405 Southern Six Whee. Crane Car	75 00
19409 S Flat w/Stakes D C Trucks	23 50
OPERATING ACCESSORIES	
12782 Lift Bridge	369 95
12791 Automated Pass Station	79 95
TRADITIONAL SERIES	
11720 Santa Fe Special Set	72 50
11721 Mickey's World Tour Train Set	104 00
ENGINES & MATCHING CABOOSE	
18811 Alaska SD 9 w/Horn	139 00
16523 Alaska Sq Window Caboose Illum.	23 95
18812 KCS GP38 w/Horn	129 00
16526 KCS Square Window Cab Illum.	26 25
18413 Charlie Brown & Lucy Hand Car	50 95
18620 Ill. Central Eng & Tend w/Smoke	189 00
16042-47 Central 6 Car Pass Set	155 00
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16041 New York Central Dining Car	39 95
16113 Diamond Shamrock Tank Car	18 50
16326 S F. Depressed Flat w/Cable	21 25
16330 MKT Flat w/Trailers	21 50
16332 L.L. Depressed Flat w/Transformer	21 95
16633 Frisco Bulk Head Flat w/Load	23 00
16634 CN&W TTUX Fat Car	75 00
19315 Amtrak Ore Car w/Load	17 95
19316 Wabash Hopper	20 25
19520 CSX Reefer	20 75
19658 Norfolk & Western Too Car	27 75
19912 I Love Ch o Boxcar	21 95
FAMOUS NAME BOX CARS	
19228 Cotton Belt Box Car	18 95
19231 T A G Double Door Box Car	18 95
19232 Rock Island Double Door Box Car	18 95
19233 Southern Pacific Box Car	18 95
FAMOUS INVENTOR SERIES	
19522 Guglielmo Marconi	20 75
19523 Dr Robert Goddard	20 75
OPERATING CARS	
16623 Katy D D Box Car w/E T D	26 00
16634 Western Md Coal Dump Car	20 50
16636 Denver & Rio Grande Log Dump Car	20 50
16637 Western Pacific Ext. Searchlight Car	29 50
16638 Lionelville Circus Animal Car	25 00
16639 B&O Box Car w/Steam Rail Sounds	142 00
16640 Rutland Box Car w/Diesel Rail sounds	142 00
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12785 Lionel Tractor & Gravel Truck	12 95
12786 Lionelvle Stee Tractor & Trailer	12 95
12794 Lionel Tractor Die Cast	6 95
TRACKSIDE ACCESSORIES	
12795 Cab & Reels (2)	3 50
12756 The Scale Hudson Video	23 95
12780 RS1 2 Control Transformer	144 95
1991 Lionel Video Catalog	19 95
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48008 New Haven EPS	239 95
48009 G M GP7	225 00
48310 M K T Box Car	29 95
49002 U P Searchlight Car	54 95
49007 N.H. Square Window Caboose Ill.	34 95
48914 MO Pacific Patl Pass Set	509 95
48914 MO Pacific Pass Car	SET ONLY
48915 MO Pacific Vista Dome	SET ONLY
MO Pacific A-A w/Cars	619 95
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13107 1st E Locomotive w/State Cars	
Sets Only	2675 00
13108 Lionel Lines 2-400 Eng. & Tend	995 00
13702 200 Ser as Caboose	185 00
13803 Lionel Auto Racing Set	675 00
13804 437 Classic Tower	239 95
13805 #1-44 Speed Boat	485 99
51004 "O" Gauge Blue Comet Set	995 00

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1632 Santa Fe Freight Set Less T'ry SALE 250.00	
1687 Freight Flier Set SUPER SALE 69.95	
1703 Iron Horse Freight Set	154.95
1706 Old Time Dry Gulch Set	250.00
1707 Amtrak Silver Snake Passenger Set	315.00
1714 Badlands Express Set	81.95
1716 Lionelville Circus Special Set	191.95
1717 CSX Freight Set	269.95
6034-6039 Northern Pacific Pass Car Set	189.95

NEW ENGINES

8407 Snoopy & Woodstock Hand Car	49.95
8609 Northern Pacific Steam	189.95
8610 Rock Island 0-4-0 Steam BLOWOUT 189.95	
8615 Grand Trunk Western Steam	98.95
8807 Lehigh Valley RS3 Diesel	103.95

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6516 Lehigh Valley	23.95
6517 Atlantic Coast Line B/W	24.95
6519 Rock Island Transfer	21.00
6031 PA Diner Car	29.95
6214 D&R Auto Car	29.95
6215 Conrail Auto Car	15.50
6320 Great Northern Barrel	125.00
6322 Sealant T.I.U. Flat Car	19.95
6323 Lionel Lines Flat Wagon	19.95
6324 PA Depressed Flat w/Cables	39.95
6441 Alaska Bay Window	39.95
6493 Lancaster Bay Window Caboose	39.95
6620 C&O Tank Maintenance Car	18.50
9215 Union Pacific DD Box Car	24.95
9217 Burlington Box Car	24.95
9218 New Haven Box Car	29.95
9311 St. Pacific Covered Hopper	19.95
9622 CSX Reformer w/ET	24.95
9512 Wright Brothers Reeler	19.95
9513 Ben Franklin Reeler	24.95
9655 Amtrak Tool Car	19.50
9909 I Love New Jersey Box Car	19.50

NEW OPERATING CARS

6619 Washco Coal Dump Car	19.75
6621 Alaska Log Dump Car	19.75
6624 New Haven Cop & Hobo	31.50
6625 NYC Extension Searchlight	49.95
6632 Burlington No. Box w/Rail Sounds	200.00
9656 Milwaukee Smoking Bulk Car	48.95
9811 Monon Brakeman Car	69.95

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1201 Scale Rail Chief 4 Car Set	495.00
1800S Disney Engine & Tender w/Case	299.00
1713 Santa Fe Dash 840 B Set	549.00
1715 90th Anniversary Set BLOWOUT 375.00	
7606 NYC Smoking Caboose	99.95
7607 Reading Smoking Caboose	99.95
7900 Santa Fe Unibody Tank Car	49.95
7901 Chevron Unibody Tank Car	49.95
8410 PA Burro Car	104.95
8411 Can. Pacific Fire Fighter	88.95
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9707 St. Pacific Searchlight Caboose	85.95

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7611 NYC L-3 Mohawk & Caboose	998.95
8204 Chessie L-400 Dummy	CLOSEOUT 150.00
9107 St. Pacific Full Dome Vista	CALL
9155 Milwaukee Road Stock Car	59.95
9910 Season's Greetings Car 0 Gauge SALE 19.95	
87007 Season's Greetings Car Large Scale	49.95

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2759 Floodlight Tower	30.95
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2771 Monon Smoking Diner	31.95
2772 Lighted 1st. Bridge w/Piers	31.95
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8368 Alaska Rail Road Motorized Unit	175.00
8379 Pennsy Motorized Fire Car	150.00
8459 Rio Grande Rotary Snow Plow	295.00
8578 NYC Ballast Tamping	150.00
8601 GN Die Cast Smoke & Tender	125.00
8753 Tuscan Pennsy 5 Stripe GG 1	795.00

8850 Penn Central GG1 - Black RARE

8850 The Virginian FM-2 Motors	495.00
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Great Northern RR Series No. 3	995.00
Southern RR Series No. 4	995.00
Series 4 So. Stk. Car Ltd. Ed. 10n	49.95
PENNSYLVANIA SERIES #5	995.00
UNION PACIFIC OVERLAND SET	1495.00
NORFOLK & WESTERN PASSENGER SET	1895.00
NEW YORK CENTRAL PASSENGER SET	1895.00
SO. PAC. DAYLITE PASSENGER SET	1895.00
CHICAGO & ALTON PASS. SET	995.00

WABASH PASSENGER SET Very Rare

1712 Great Lakes Service Station Set	CALL
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Southern Crescent Steam Pass Set

ILLINOIS CENTRAL PASS. Set Super Sale 1395.00	
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6602NYC 2-6-4 Tender/Smoke Metal Loco. 159.95

6016 NYC Baggage Car	SET ONLY
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6017 NYC Combine Car	39.95
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6018 NYC Coach Car	19.95
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6019 NYC Vista Dome Car	ONLY 39.95
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6020 NYC Second Coach Car	SET ONLY
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6021 NYC Observation Car	SET ONLY
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All Six Cars Only	295.00
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Complete Set	395.00
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Blue Comet Loco/Tender plus 5 Cars

9536 Blue Comet Baggage Car	SET ONLY
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9537 Blue Comet Combo Car	SALE 39.95
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9538 Blue Comet Passenger Car	SET ONLY
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9539 Blue Comet Passenger Car	SET ONLY
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9540 Blue Comet Observation Car	59.95
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9000 Blue Comet Diner Sold Separately RARE 125.00	
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9001 Southern Crescent Diner	RARE 125.00
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8901 Pennsy Alco Diesels A-A	SET ONLY
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6000 Pennsy 0-27 Lited Vista Dm	SET ONLY
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6001 Pennsy 0-27 Pass Car Lited Coach	49.95
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6002 Pennsy 0-27 Pass Car Lited Coach	49.95
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6003 Pennsy 0-27 Lited Obs	SET ONLY
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6009 Pennsy 0-27 Lited Combine	49.95
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6022 Pennsy Baggage Car	395.00
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Pennsy Alco A-A's plus 5 Car Set

BUNK CARS	
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5717 Santa Fe Bulk Car	39.95
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5727 US Marine Bulk	39.95
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5728 Canadian Pacific Bulk Car SUPER SALE 19.99	
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5735 New York Central Bulk Car	59.95
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5726 Southern Bulk	39.95
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OPERATING CARS

6610 Track Maintenance	19.95
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9217 SGO Line Operating Box	24.95
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9220 Borden's Operating Milk	125.00
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9224 Horse Car & Corral	179.95
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9228 CP Operating Box Metal Trks	SALE 24.95
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9802 Carnation Milk Car w/Platform	125.00
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9804 Washco Operating Hopper	69.95
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ROLLING STOCK

6116 SGO Line Ore Car	49.95
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6126 Canadian National Ore Car	79.95
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9300 PRR Ore Car	29.95
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9301 Milwaukee Road Ore Car	49.95
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9626 Santa Fe Hi Cube	19.95
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9627 Union Pacific Hi Cube	19.95
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9801 Poultry Dispatch Car	59.95
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2704 Dwarf Signal	17.95
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2127 Diesel Horn Shed	49.95
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2128 Automatic Switchman	39.95
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2700 Erie Magnetic Crane	275.00
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2701 Op Diesel Fueling Station	125.00
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2702 Op Control Tower	125.00
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2703 Icing Station	65.95
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2708 3 Operating Street Lamps	9.95
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2709 Banjo Signal	32.95
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2713 Automatic Gatearm (NEW, Yellow)	49.95
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2714 Automatic Crossing Gate	27.95
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2716 Searchlight Tower	24.95
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2719 Refreshment Stand	79.95
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2720 Metal Revolving Beacon	49.95
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2722 Roadside Smoking Diner	69.95
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2724 Operating Signal Bridge	49.95
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2726 Grain Elevator	21.95
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2283 Red Bumpers (2) Lighted Die Cast	13.95
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2305 Oil Derrick & Pumper	195.00
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2313 Floodlight Tower	49.95
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2315 Operating Coaling Station	195.00
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2318 Operating Control Tower	125.00
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2323 Operating Freight Station	125.00
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2324 Operating Switch Tower	79.95
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AF 42300 Oil Drum Loader	195.00
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AF 42321 Operating Sawmill	195.00
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2754 Graduated 22 pc. Trestle Set	15.95
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2755 All High Trestle Set	12.95
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2113 Tunnel Portals (2 per Box)	19.95
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12706 Barrel Loading Platform	6.95
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2180 Road Signs - A Bunch	SUPER SALE 98
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2181 Telephone Poles - A Bunch	4.50
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2730 Plate Girder Bridge	6.95
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2320 Flag Pole w/Base Discontinued	9.55
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2709 Rico Station	24.95
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2707 Billboards	5.50
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2710 Engine House	22.95
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2711 Water Tower	11.95
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2717 3 Plastic Bumpers	3.95
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12716 Short Extension Bridge	5.50
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12718 Barrel Platform	7.95
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12731 Station Platform	5.50
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12733 Watchman's Shanty	5.50
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12705 Lumber Shed	Pr. 5.50
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1715 Lighted Plastic Bridge w/Piers	26.95
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2721 Lighted Extension Bridge	27.95
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2722 Auto Operating Semaphore	27.95
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2723 Microwave Relay Tower

2727 Op Semaphore Signal	28.95
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2728 10' un-lit Freight Station	39.95
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2729 Mail Pickup Set	23.95
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2734 Passenger/Freight Station	18.95
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2735 Dese Horn Shed	35.95
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2736 Coaling Station	17.95
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2737 Whistle Shed	35.95
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2741 0 Scale Inter Model Crane BLOWOUT 175.00	
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2748 Lighted Freight Platform	19.95
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2773 Freight Bulb	12.95
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2927 Maintenance Kit	12.95
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Pola 0 Car Engine House (Copy of Lionel)
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805 San Francisco
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15.99

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Diner	19 99	3 98	Diner	23 99	3 98
Duplex Sleeper	19 99		Vista Dome	23 99	3 98
Observation	21 99	3 98	Duplex Sleeper	19 99	3 98
Baggage Express	19 99		Tail Car	21 99	3 98

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 Canadian National (Black/Green)
 CNu "Bus Conrail" (Blue/Cream)
 Chesapeake & Ohio (Blue/Yellow)
 Chicago & Alton (Red/Maroon)
 Lackawanna (Pulman Green)
 Lehigh Valley (Pulman Green)
 Lehigh Valley (Tuscan)
 Milwaukee Road (Orange/Brown)
 New Haven (Black/Orange)
 New York Central (Dr. Green)
 Pennsylvania (Tuscan)
 PRR Work Train (Ye.) (Pull. Dinner Dup Sleep only)
 Royal Amer Shows (Yel/Red/Sil) (Pull. Din Obs only)
 Santa Fe (Dark Green)
 Southern (2-Tone Green)
 Southern Pacific (Pulman Green)
 Union Pacific (2 Tone Grey)
 Union Pacific (Yellow)
 Wabash (Blue/Silver)
 Missouri Pacific

1930 Roadnames Undecorated
 Canadian National - New RF&P
 Amtrak (Silver/Red/Blue) - Rock Island
 Baltimore & Ohio (Blue/Grey) - RF&P
 Burlington Northern (Green/White) - NJT
 Chicago & Northwestern (Yellow/Green)
 Denver & Rio Grande (Yellow/Black)
 Erie (2 Tone Green)
 Great Northern (Brown/Orange/Gold)
 Gulf Mobile & Ohio (Red/Maroon)
 Illinois Central (Brown/Orange)
 Kansas City So. (Black/Yellow/Red)
 Lackawanna (Maroon/Grey)
 Missouri Pacific (Blue/Grey)
 New York Central (2 Tone Grey)
 Norfolk & Western (Maroon Gold)
 Northern Pacific (Green Brown)
 Pennsylvania (Tuscan)
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1283 Santa Fe	T O S	1935 Erie	1961 D&H
1285 Southern Crescent	T O S	1937 Rock Isl	1962 C&NW
1530 Chicago & Alton	T O S	1943 F E C	1963 LV Tusc
1535 Southern 1401	T O S	1947 E-L	1964 JC
1540 B&O Pres Filmore Green	164 99	1948 MP	1965 Reading Gr
1544 B&O Pres Polk Blue	164 99	1950 BN	1968 D&RGW

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1253 UP Grey	249 99
1267 C inchfield	198 99
1268 D&H	198 99
1548 UP 3985	249 99

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1214 Milwaukee Road	159 99	1967 L&N	1955 New Haven
1220 B&O Blue	129 99	1930 C&A	1956 Monon R&G
1256 Jersey Central	T O S	1933 SP	1959 SP G/S
1283 Santa Fe	T O S	1935 Erie	1961 D&H
1285 Southern Crescent	T O S	1937 Rock Isl	1962 C&NW
1530 Chicago & Alton	T O S	1943 F E C	1963 LV Tusc
1535 Southern 1401	T O S	1947 E-L	1964 JC
1540 B&O Pres Filmore Green	164 99	1948 MP	1965 Reading Gr
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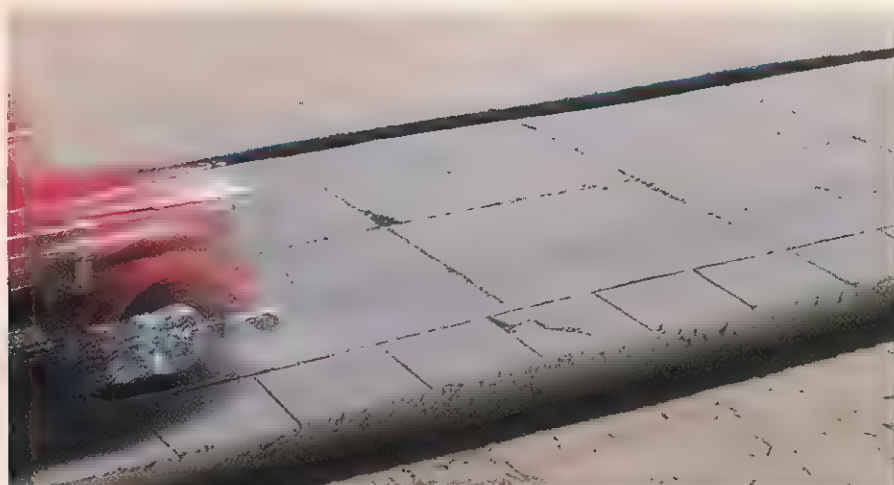


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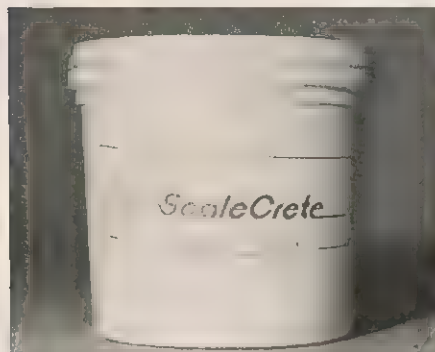
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AS ITS NAME implies, ScaleCrete is a modeling compound that closely resembles concrete, but with an extremely fine grain. It can be used for modeling many prototype features that are made of concrete, such as highways, streets, curbs, sidewalks, building foundations, and bridge abutments.



ScaleCrete is a latex-based material that's similar to spackling compound, except that it has a gritty texture. The material comes packed in a one-quart container, ready to apply.

The comprehensive instructions recommend practicing on a sheet of plywood (or whatever material you'll use as a base under the ScaleCrete). I did that, trying several methods of applying, carving joints, coloring, and weathering it. The color photo shows the resulting concrete street, curb, and sidewalk.

To build a street with ScaleCrete, mark the edges of the pavement with masking tape. Use a wide putty knife to apply the material to the area. You can use stripwood or styrene forms to guide the knife and set the height of the road, but I found this unnecessary. It's fairly easy to use the putty knife by itself to level the material until it's about 1/8" thick. The more you work the material, the smoother and more level it becomes. I recommend keeping the putty knife wet (with water) and almost parallel with the ScaleCrete surface. This helps keep the material from sticking to the tool and pulling away from the base.

As you apply the ScaleCrete, don't worry too much about keeping the edges even with the masking tape. After you've finished smoothing it, use a hobby knife to trim the edges as the blade will easily follow the masking tape guide. After forming the pavement in place, I let the material dry overnight. Tools clean up with soap and water.

Forming the curb and sidewalk wasn't as easy. ScaleCrete becomes more difficult to work with at thicknesses less than 1/8". To get the proper height for an HO scale curb (about 1/16"), I used a piece of 1/16" stripwood as a guide for the putty knife. Even with that, it was difficult to get both the curb and the sidewalk level.

ScaleCrete's best feature is its resemblance to concrete. It dries very hard to a light grayish-tan color. The instructions recommend several different mixtures for painting and weathering the material. I suggest experimenting until you find the mix you like.

The instructions also state that any desired expansion joints should be carved before the material fully hardens. I did this with the sidewalk, but I carved the joints in the street after the material had dried. This resulted in some chipping along the joint lines — exactly the effect you can find in a full-size concrete street.

I used artist's tube acrylics to give my street a light wash of gray. To do this, I first put about an inch of water in a paper cup and then mixed in small amounts of black and white paint until I had the desired shade of gray. Next, I applied the wash to the street. This proved quite effective, as some of the tan highlights showed through the grayish tone.

Using a hobby knife I chipped away some areas along the joint lines to make the street look like it was in need of repair. I added the center lines with a yellow pencil. Gray powdered chalk applied with a brush down the center of each lane completed the weathering.



I wanted to see if it was possible to work with ScaleCrete on a vertical surface, such as a bridge abutment. The photo above shows that it can be done.

Reviewed in this issue:

CS Design multiscale ScaleCrete scenic material	.49
Hallmark Models N scale Santa Fe Hi-Level passenger cars	.51
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POLA

I used a wood block as a form and applied the ScaleCrete around it. To do this, use two putty knives: one to hold the material in place on one side, and the other to smooth the material on an adjoining side. This method can be used for bridge abutments and concrete walls, among other applications.

Abutments and other assemblies can also be built on the workbench and transferred to the layout. ScaleCrete sticks very well to most surfaces. In fact, once this material has dried it's difficult to chisel off of plywood. If you

use wood or styrene forms to shape the material, be sure to remove the forms before the ScaleCrete fully sets.

Be aware that it takes some time and practice to get the feel of working with ScaleCrete (my initial results were rather discouraging). If the same thing happens to you, keep trying and experiment before using it on any "real" applications. Once I got the hang of it, I found Scalecrete to be a useful modeling material. I think most modelers will come up a variety of applications for it. — Jeff Wilson



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Capacity was a major problem as existing *El Capitans* were nearing the practical limits of train length. Other

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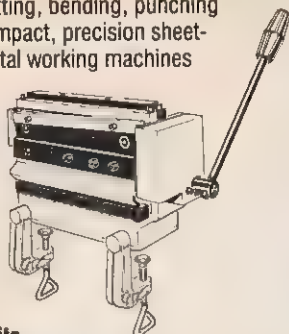
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the ends. Passengers ascended an interior stairway to reach the upper deck, which was devoted entirely to seating.

The lower deck of the coaches contained the rest rooms, crew rooms, and luggage storage. Each car's mechanical and air-conditioning equipment was built into the abbreviated headroom spaces directly over the trucks.

All six dining cars (nos. 650-655) had lower-deck kitchens with a system of dumbwaiters (called subveyors) as well as a stairway for access to the upper-level dining room. Diners were quite heavy; as a result, these were the only Hi-Level cars that were outfitted with six-wheel trucks.

The lounge cars (nos. 575-580) had bars and seating on both the upper and lower levels. A second row of curved windows was built into the tops of the sides to enhance sight-seeing.

A set of classic warbonnet EMD F7 locomotives was assigned to pull each *El Capitan*. Regular streamlined baggage and mail cars came next, followed by a unique transition car. The railroad modified four of these cars (nos. 3477, 3478, 3479, and 3482) from streamlined baggage-dormitory cars. These single-level cars had a fairing added on the roof to make the transition to the tall cars look better and lessen wind resistance.

Until mid-1958 *El Capitan* remained the only Santa Fe train with Hi-Level cars. By that time, though, jet airliners were luring away more and more long-distance travelers and *El Capitan* was merged with the *Super Chief* to become the *Super Chief/El Capitan*, featuring Pullman sleepers and Hi-Level cars.

In 1964 the Santa Fe took delivery of 24 more Budd-built Hi-Level chair cars (nos. 538-549 and 725-736). Eventually,

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Hi-Level cars were used on the *San Francisco Chief* and the *Texas Chief*. In 1971 the Santa Fe joined Amtrak, and the Hi-Level cars took on red, white, and blue stripes and continue in Amtrak service, where you can ride them today.

Hallmark's N scale Hi-Level cars were made in Japan by Kumata. The six-car set includes a transition car, three chair cars, a lounge car, and a dining car. To re-create the prototype's sleek stainless-steel look, the sides and ends are photoetched in brass and nickel-plated.

The trucks are plated brass castings that are a bit rough. A wash of black paint would improve their appearance. Checking the wheelsets for proper gauge and flange depth with the NMRA's Mark IV gauge, I found they were right on.

These 80-foot cars check out well against the plans included in *Santa Fe's Hi-Level Cars*, by Dennis J. Kogan, Larry Occhiello, and Nelson H. McCormick (Prototype Modeler Inc., 1975).

Rubbery diaphragms are included for attachment to the ends of the cars. (I would use Walthers Goo for this.) Also packed separately is a radio antenna for the transition car. (There are predrilled holes in the roof for attaching it.) Screws and washers for mounting couplers are included, and the cars are designed to accept Micro-Trains' no. 1023 couplers.

These are beautiful models that reflect a most interesting chapter in the history of our nation's railroad passenger service. — *Jim Kelly*

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16mm footage highlights 30 roads during the exciting era of American Steam and early transition years to diesel. Stop at the St. Louis and Kansas City Union Stations, then climb aboard a Southern 4-6-2 paced out of Memphis. The Louisiana shortlines also make for two excellent historical segments. 44 min. (Herron Rail Services) #70318V

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One of the country's newest regional railroads, the MRL operates high tonnage across Mullan and Bozeman Passes in beautiful "Big Sky" country. Tour the entire length of the railroad from Jones Junction to Sandpoint, Idaho. Local freights and Burlington Northern hotshots are seen while riding over mountainous terrain. 70 min. (Pentrex) #70329V

Return of the Warbonnets • \$49.95

Warbonnet diesels made history across the Santa Fe rails, setting the stage for today's Super Fleet FP45s, GP60s and Dash 8-40Bs. Thrill to high-speed trailer and container trains, from the midwest to the west coast and Texas, plus the inaugural run of the new GP60s. 90 min. (Gandy Dancer) #70327V

Southern Pacific's Shasta Division • \$39.95

Long summer days and snow-covered mountains serve as seasonal backdrops along scenic routes in northern California. Climb aboard in Redding, CA, cross high trestles, skirt around the base of Mt. Shasta and grind up the steep grades to the summit at Grass Lake. 60 min. (Pentrex) #70333V

Southern Pacific — The Coast Line, Vol. V • \$39.95

Rare, historical footage from the 1950's lets you experience dynamic steam engines in action. World-famous Daylight trains race up and down the coast, while Southern Pacific Black Widow units struggle to pull heavy freight. Watch as the big Cab Forwards pull freight trains and thrill to the sight of steam and diesel doubleheaders. 30 min. (Video Rails) #70328V

SP 4449 — Washington Steamfest • \$34.95

Southern Pacific's 4-8-4 No. 4449 makes its only trip of 1990 from Portland for the Washington Steamfest in Yakima — and you are there! Climb aboard and enjoy beautiful scenery along the Columbia River Gorge and on the Washington Central Railroad in the Yakima River Canyon. 60 min. (Greg Scholl Videos) #70330V

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Steam Memories of Ontario • \$39.95

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Union Pacific Rails to Pocatello • \$39.95

Excitement powers the westbound engines of Union Pacific Railroad's Green River division. See EMD Super Cab SD 60s and GE Super Cab Dash 8-40Cs working the canyons and valleys as they journey 210 miles from Granger, Wyoming to Pocatello, Idaho. 60 min. (Gandy Dancer) #70325V

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2040 Crocodile Loco - Brown	349 95
2045 Electric Swiss Loco	269 95
2055 White Pass Diesel	410 00
2060H Diesel Loco w/Horn - Yellow	154 95
2071D 0-6-2 Steam Loco w/Smoke	169 95
2073D 0-6-2 Steam Loco w/Smoke	169 95
2074D Spreadweld Loco w/Smoke	279 95
2078 French 0-6-0 Loco - Green	239 95
2117-6 Motorized Tender	94 95
2119D Mogul & Tender - Yellow	395 00
2146 Swiss Rack Rail Loco	309 95
21555 White Pass Diesel w/Sound	699 00
2219S Mogul & Tdr w/Smoke & Sound	649 00

LGB PASSENGER CARS

3010 Coach - Green	51 95
3011 Coach - Red & Beige	52 95
3013 Dining Car - Blue	52 95
3019 Baggage Car w/Ltd Interior	71 95
3025 RH6 Passenger Coach	52 95
3036 Circus Passenger Car	53 95
3041 Open Excursion Car	21 95

LGB PASSENGER CARS (con't)

3050 Compartment Coach - Green	69 95
3067 Swiss Pass. Car RHB	199 95
3068 Swiss Dining Car RHB	239 95
3080E01 Pennsylvania Coach	69 95
3080E02 Pennsylvania Combine	69 95
3082 D & RG Coach	94 95
3083 D & RG Combine	94 95
3106 Wuernttemberg Coach	49 95
3107 Zienta-Bahn Coach	49 95
3167 Composite Coach RHB - Green	159 95
3180 U.S. Pass. Coach - Red & Silver	84 95
3181 U.S. Combine - Red & Silver	84 95
3280 Coach - Pennsylvania - Tuscan	69 95
3281 Combine - Pennsylvania - Tuscan	69 95
3530 Caterinary Tower Wagon	26 95
9000E Cableway	69 95

LGB FREIGHT CARS

4023 Low Sided Platform Car	29 95
4024 High Sided Platform Car	29 95
4025 Cement Car	60 95
4026 Becks Beer Car	60 95
4036 Circus Wagon	45 95
4037 Circus Wagon w/Case	34 95
4038 Circus Wagon w/Case	45 95
4040B BP Tank Wagon	47 95
4040E Esso Tank Wagon	47 95
4040L Leuna Tank Wagon	47 95
4040S Shell Tank Wagon	47 95
4042 Crane Wagon	60 95
4049 Searchlight Car	94 95
4055 Cement Wagon	52 95
4065 American Caboose - Red	52 95
4066 American Lumber Car - Green	39 95
4068 American Stock Car - Green	56 95
4073 High Sided Gondola	51 95
4074202 Schlitz Reeler	59 95
4076 Hopper w/Coal Load	59 95
4078 Pulpwood Car	72 95
4080Y01 Continental Tank Car	59 95
4110 High Sided Wagon	31 95
4111 Hinge-Hatched Wagon	39 95
4124 High-Sided Wagon	39 95
4135S Covered Wagon w/Sound	96 95
4165 Circus Caboose	60 95
4169 Wood Wagon	60 95
4174 Fruit Refrigerator Car	72 95

LGB TRACK & RELATED ITEMS

1002 Re-railer	9 95
1004 5.78 Short Tracks - ea	3 50
1009 Expandable Track	13 95
1015 6" Straight Track	3 50
1015K Reversing Loop Set	29 95
1015T Double Ins. Track	14 95
1015U Single Insulated Track	14 95
1031 Illuminated Bumper	7 50
1052 Uncoupler	3 50
1056 Electric Uncoupler	28 95
1060 Straight Track	6 50
1100 Curve Track (12)	40 95
1102 04 Short Track - ea	3 50
1200 Manual Switch - Right	23 95
1205 Electric Switch - Right	34 95
1210 Manual Switch - Left	23 95
1215 Electric Switch - Left	34 95
1226 Double Slip Switch	94 95
1236 Three Way Switch	27 95
1300 30" Crossing	27 95
1310 90" Crossing	6 50
1500 Curved Track	6 75
1605 Electric Switch - Right	42 95
1615 Electric Switch - Left	42 95
20901 Small Supplemental Set	83 95
20902 Large Supplemental Set	35 95
5175 Switch Controller	79 95
1000/3 Track Bed Set	119 95
1000/5 Rail Set For 1000/3	119 95

LGB ACCESSORIES

5001 Smoke Fluid	6 95
5004 Track Cleaning Block	7 95
5001/9 Over	4 85
1001 Track Temp. at	24 95
0090 Reversing Unit	99 95
0028E Track Planning Book	48 95
Figure Sets ea	12 95
5065 Level Crossing	39 95
5050 Station Lamp	8 95
5034 Platform Set	28 95
5056 Twin Station Lamp	19 95
5061 1200mm Bridge	109 95

BACHMANN HO STEAM LOCOS

535 Overland 4-8-4 with Smoke UP	49 95
540 Niagara 4-8-4 with Smoke NYC	49 95
545 Mikado 2-8-2 w/Smoke	39 95
550 Daylight GS4 4-8-4	49 95
658 N&W	49 95
580 Northern w/Smoke	49 95

HO ORIENT EXPRESS SET

By Model Power
Includes Loco, 4 Cars, Track, Transformer
\$99.95

HO PRUSSIA TRAIN SET

By Bachmann
Includes Track & Transformer 49 95

BACH HO DIESELS

655-05 GE E60P Electrick Amtrak	24 95
600 Plymouth 0-6-0 SF, BI	10 95
615 EMD F9 SF	12 95
665 DD40AX UP	29 95
670 SD40-2 w/bl, lite	21 95

ATLAS HO TRACKAGE

104 3' Flex Track - Brass	10/13.95
168 3' Flex Track - Nickel	10/14.95
50, 51 Remote Switch	5 95
850, 851 NS Switch	6 25

KATO N GAUGE SETS

10-158 Panorama Exp. Alps Set	114 95
Bullet Train 6 Car Set	109 95
TGV 6 Car Set	109 95
10-168 211 Double Decker 7 Car Set	129 95
10-170 221 Type 6 Car Touring Set	139 95
10-157 N205 Type Subway Set	129 95
10-165 Super Hilitachi Add-on Set	74 95
10-175 113 Type Yokosuka 6 Car Set	102 95
10-092 TGV Add-on Set	44 95
10-177 Super View Odoriko 6 Car Set	119 95
10-304 Hokkaido 4 Car Set	99 95

KATO N GAUGE UNITRACK

20-000 248mm St. Track	13 50
20-010 186mm St. Track	11 99
20-020 124mm St. Track	11 25
20-021 124mm Rd. Crossing Track	1 50
20-030 64mm St. Track	9 75
20-032 64mm Bag. Uncoupler	2 25
20-033 64mm Bumper	2 25
20-040 62mm St. Track	9 75
20-041 62mm Feeder Track	2 70
20-045 64mm Conversion to Atlas	1 50
20-050 Expansion Track	4 50
20-100 R249-45 Curved Track	11 99
20-110 R282-45 Curved Track	13 50
20-111 R282-45 Curved Track	10 49
20-120 R315-45 Curved Track	13 50
20-121 R315-45 Curved Track	10 49
20-130 R348-30 Curved Track	11 99
20-132 R348-45 Curved Track	14 99
20-140 R381-30 Curved Track	11 99
20-150 R7-18-15 Curved Track	14 95
20-202 Ele. Turnout Left #6	14 99
20-203 Ele. Turnout Right #6	14 99
20-207 Ele. Turnout Left #4	17 95
20-208 Ele. Turnout Right #4	17 95
20-210 Double Crossover	41 50
20-300 15 Crossing Left	5 99
20-320 15 Crossing Right	5 99

KATO N GAUGE UNITRACK VIADUCTS

23-014 50mm Piers	3 90
23-015 15-50mm Incline Set	6 85
23-016 Gradual Inclines Set	5 99
23-025 248mm St. Viaduct	13 50
23-026 186mm St. Viaduct	12 60
23-027 124mm St. Viaduct	11 99
23-028 62mm St. Viaduct	8 59
23-035 R249-45 Curved Viaduct	12 60
23-036 R282-45 Curved Viaduct	13 50
23-037 R315-45 Curved Viaduct	14 25
23-038 R315-30 Curved Viaduct	12 60
23-039 R381-30 Curved Viaduct	12 60
23-045 R348-45 Curved Viaduct	14 25

KATO N GAUGE BRIDGES & STRUCTURES

23-040 248mm Truss Bridge	9 00
23-070 186mm Plate Girder Bridge	6 39
20-806 Island Platform Complete	17 99
20-815 One Sided Platform Set	17 99
23-200 Overhead Station Kit	13 99
23-300 Long Engine House Kit	10 99
23-310 Industrial Building Kit	17 75
23-500 N Toyota Autos	5 25

KATO N GAUGE UNITRACK SETS

K-1 Starter Set	26 70
K-2 Starter Set	53 50
K-3 Viaduct Set	83 50

KATO HO UNITRACK

3 101 HO Standard Track Set	84 99
2-120 114mm St. Track	17 99
2 150 246mm St. Track	18 99
2 151 246mm Feeder Track	3 59
2-210 R550-22.5 Curved Track	18 95
2-220 R610-22.5 Curved Track	18 95
2-240 R730-22.5 Curved Track	22 50
2-250 R790-22.5 Curved Track	23 99
2-850 Ele. Turnout, Left #4	29 99
2-851 Ele. Turnout, Right #4	29 99
2-860 Ele. Turnout, Left #6	34 99
2-861 Ele. Turnout, Right #6	34 99
5-101 HO Bumper	7 79

KATO N AND HO ACCESSORIES

20-500 Turnout Control Switch	5 25
20-503 Turnout Extension Cord	2 25
20 504 D-C Converter	4 50

KATO N AND HO ACCESSORIES (con't)

20-900 N Scale Untrack Template	7 49
24-000 N Scale Rerailer	4 49
24-815 Unjoiners	3 45
24-816 Insulated Unjoiners	3 45
KATO Catalog	9 95

BACHMAN N SCALE LOCOS

547 Shifter & Tdr	16 95
505 USRA 0-6-S Fe	17 95
110 American 4-4-0 UP	22 95
526 Dockside 0-4-0 S Fe	14 95
530 Consolidation 2-8-0 GN	29 45
543 Mikado 2-8-2 B&O UP	31 95
580 Northern 4-8-4 Burlington, SF	34 95
515 Prairie 2-6-2 UP	22 95
658 N & W	34 95
535 Overland 4-8-4	35 95

N GAUGE MINITRIX LOCOS

600 Plymouth	10 95
655-01 DD40AX	24 95
635-00 END GP40 S Fe BN, SP, Burt	17 95
640-00 GE L368 S Fe SP Rock. Chesse	17 95
655 E60 Amtrak	22 95
615 EMD F-9 SF, AMT, CH, PRR	15 50
670 EMD SD40-UP, SF, BN	17 95
612 EMD GP50 UP, SF, BN, EL	19 95

N GAUGE UNITRACK

K-4 Pacific SF, PA	52 95
Decapod 2-10-0 SF, PA	52 95
GE U30 with Headlight-AM, GN, PC	36 95
0-6-0 Steam w/Tender, S. Fe, Penn, B&O	36 95
GE U-28 C Diesel-UP, SF, BN	39 95
Old Time 0-6-0 UP, PA, SF	36 95
F9 Diesels - PA, PC, SF, UP	36 95

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N GAUGE PASS. CAR

1041 54' Combine Ltd. - SF, PRR	5.9
1042 65' Coach Ltd. - SF, PRR, UP	5.9
1055 47' Old Time Combined-UP, CP	4.9
1056 47' Old Time Coach-UP, CP	4.9
1022 LTD. PASS CAB AMT	6.9

1989 Lionel 1990

6318	Lionel Flat Car w/Cables	17 00
8405	Sante Fe Burro Crane	89 00
8406	Track Maintenance Car	85 00
2315	Coaling Station	169 95
8408	Santa Hand Car	44 95
9002	Penn Dining Car	39 00
9003	Milwaukee Dining Car	39 00
6624	NH Cop and Hobo Car	29 00
9599	Old Glory Reefer Set (3)	55 00
6034-39	No. Pacific Passenger Set	129 95
8607	U.P. 2-6-4 Engine w/Smoke	159 95
9811	Monon Brakeman Car	CLOSEOUT 52 00
2701	Op. Fueling Station	139 00
6215	Conrail Two Tier Auto Carrier	28 95
9910	1990 Seasons Greeting Car	CLOSEOUT 20 00
9515	Milwaukee Road Stock Car	27 95
8005	700E 4-6-4 Hudson w/Showcase and Rai chief Cars	SPECIAL 1795 00
9654	Amtrak Bunk Car	25 75
7603	Rock Island Caboose	49 00

1991 Lionel Limited Collector Series

8007	So. Pac. GS2 Daylight	589 00
8011	Chessie 1-1 w/7608 Caboose Sale	895 00
8010	Pennsylvania S-2 6-8-6 Turbine	1495 00
1702	Pennsylvania N-8 Caboose	249 00
8304	Lackawanna Commuter Cars	449 00
1722	Girls Train Set	CALL FOR PRICE
9015-18	Madison Car Set	499 00
1300	Semi-Scale Shell Tank Car	114 95
1401	Semi-Scale Penn Box Car	114 95
1501	Semi-Scale B & O Hopper	114 95
1701	Semi-Scale NYC Caboose	119 95
7004	Standard O Mkt Hopper	33 50
7109	Standard O N & W Hopper	34 50
7100	Standard O U.P. Hopper	36 95
7111	Standard O Reading Hopper	36 95
7203	Standard O Cotton Belt Box Car	39 95
7204	Standard O Mo. Pac. Box Car	39 95
7902	Standard O N.J. Zinc Box Car	49 95
7903	Standard O Conoco Tank Car	49 95
8601	AF Mo. Pac. PA-1 Pass. Set	514 95
8008	AF New Haven EP5	229 95
8914	AF Mo. Pac. Pass. Car	51 95
8915	AF Mo. Pac. Vista Dome	51 95

1991 Lionel Stocking Stuffers

1726	Erie Lackawanna Freight Set	299 95
9108	N & W Vista Dome car	125 00
9406	West Point Mint Car	69 00
3425	"Barnard" Blue Comet Passenger Car	550 00
9913	1991 O Gauge Christmas Box Car	23 95
8311	1991 AF Christmas Box Car	34 95
9241	Mickey Mouse Hi Cube Box Car	CALL FOR PRICE
9242	Donald Duck Hi Cube Box Car	CALL FOR PRICE
9525	Speedy Alka-Seltzer Reefer	34 95
9526	Jolly Green Giant Reefer	34 95

1991 Lionel Train Sets

1720	Sante Fe Special	69 95
1714	Badlands Express	84 95
1721	Mickey's World Tour Train	103 95
1703	Iron Horse Freight	154 95
1602	Nickel Plate Special	189 95
1716	Lionelville Circus Special	207 95
1615	Cannonball Express Set	99 95
1713	Sante Fe Dash 8 Set	549 95
1711	90th Anniversary Set	CLOSEOUT 379 00
1758	Desert King Set	249 95
1719	1991 Coastal Ft. Service Station Set	259 95
	Fallen Flags #4 Western Md. Set	449 00

1991 Lionel Engines

8620	Illinois Central 2-6-2 Loco & Tender	194 95
8811	Alaska SD-9 Engine	124 95
8413	Charlie Brown and Lucy Hand Car	51 95
8812	Ks. City Southern GP38 Diesel	132 95

1991 Lionel Rolling Stock

6104	Sante Fe Tank Car	18 95
6107	Sunoco Two Dome Tank Car	18 95
6333	Frisco Bulkhead Car w/Load	22 95
6334	C & NW TTTU X Flatcar	60 95
9307	B & LE Ore Car w/Load	17 95
9313	B & O Ore Car w/Load	17 95
9912	"I Love Ohio" Box Car	21 95
9230	Frisco Double Door Box Car	30 95
9409	St. O Southern Flat Car	22 95
9512	Wright Brothers Reefer	21 50
9513	Ben Franklin Reefer	21 50
9522	Guglielmo Marconi Reefer	21 50
9523	Dr. Robert Goddard Reefer	21 50
9228	Cotton Belt Box Car	18 50
9231	Tenn. Al. & Ga. Double Door Box Car	18 50
9232	R 1 Double Door Box Car	18 50
9233	So. Pacific Box Car	18 50
9218	New Haven Box Car	29 95
7900	Standard O S. Fe Tank Car	51 95
7901	Standard O Chevron Tank Car	51 95

1991 Lionel Operating Cars

6622	CSX Box Car w/ETD	26 95
6623	Katy Double Door Box Car w/ETD	26 95
6638	Lionelville Circus Animal Car	25 95
6639	B & O Box Car w/Steam Ralsounds	144 95
6640	Rutland Box Car w/Diesel Ralsounds	144 95

9807	Penn. Smoking Caboose	59 95
6042-6047	1 C Passenger Cars (6)	159 95

1991 Lionel Die-Cast Vehicles

2777	Chevron Tractor and Tanker	10 25
2778	Conrail Tractor and Trailer	10 25
2779	Lionel Tractor and Grain Rig	10 25
2783	Lionel Tractor and Monon Trailer	10 25
2785	Lionel Tractor and Gravel Truck	10 25
2786	Lionel Steel Tractor and Trailer	10 25
2794	Lionel Tractor	5 95

1991 Lionel Operating Accessories

2708	Street Lamps	8 25
2709	Banjo Signal	31 95
2714	Auto Crossing Gate	21 95
2716	Searchlight Tower	25 95
2723	Microwave Tower	21 95
2727	Auto Operating Semaphore	25 95
2729	Mail Pick-Up Set	22 50
2735	Diesel Horn Shed	33 95
2737	Whistling Freight Shed	33 95
2742	Goose Neck Street Lamps	12 95
2748	Ill. Station Platform	18 50
2749	Rotary Radar Antenna	32 95
2760	Auto Highway Flasher	37 50
2761	Animated Billboard	30 95
2763	Single Signal Bridge	34 95
2771	Roadside Diner	44 95
2772	Ill. Ext. bridge w/Piers	30 95
2283	Die Cast Bumpers (2)	12 95
2309	Mechanica Crossing Gate	5 95
2311	Mechanica Semaphore	5 95
2762	Fl. Station w/Train Control & Sounds	110 95
2782	Lift Bridge	369 95
2791	Animated Passenger Station	80 95

1991 Lionel Building Kits

2707	Billboards	5 95
2730	Girder Bridge	7 25
2731	Station Platform	7 95
2732	Coal Bag	3 50
2740	Log Package	3 50
2744	Rock Piers	7 95
2745	Barre Pack	3 50
2750	Crane Kit	7 95
2751	Shovel Kit	6 95
2754	Graduated Trestle Set	13 95
2755	Elevated Trestle Set	14 95
2181	Telephone Poles	4 50
2705	Lumber Shed	6 50
2706	Barre Loader Bldg	6 50
2710	Eng ne House	26 95
2711	Water Tower	13 95
2718	Barrel Shed	6 50
2726	Grain Elevator	26 95
2733	Watchman Shanty	6 50
2734	Pass /Rt. Station	17 95
2773	Freight Platform	11 95
2736	Coal ng Station	26 95
2774	Lumber Loader Kit	6 50
2709	Rico Station	26 95
2716	Short Ext. Bridge	6 50

Service, Maintenance & Transformers

2752	History of Lionel Video	19 95
2756	Making of Scale Hudson Video	24 95
2743	O Gauge Track Clips	4 50
2780	RS-1 Transformer	149 95
2900	Lockon	1 50
2901	027 Track Clips	4 50
2909	Smoke Fluid	3 00
2927	Maintenance Kit	6 95
2985	Lionel Train Book	9 95
4060	AC/DC Transformer	41 95

Lionel 027 Trackage

2746	Remote Uncoupling Track	13 95
5000	Tracks-Straight, Curves Full Halves	7 5
5020	90° Crossover	4 95
5023	45° Crossover	4 95
5024	35° Straight	2 50
5041	Fiber Pins (12)	1 50
5042	Steel Pins (12)	1 50
5049	042 Curve	1 40
5113	054 Curve	1 45
5149	Remote Uncoupling Track	6 95
5021	Manual Switch-Left	12 95
5022	Manual Switch-Right	12 95
5121	Remote Switch-Left	16 95
5122	Remote Switch-Right	16 95
5167	042 Switch-Left	28 95
5168	042 Switch-Right	28 95

Lionel O Gauge Trackage

5500	Tracks-Straight, Curve, Full Halves	1 25
5523	40° Straight Track	3 95
5530	Remote Uncoupling Track	11 95
5540	90° Crossover	7 95
5545	45° Crossover	8 50
5543	Fiber Pins (12)	1 50
5551	Steel Pins (12)	1 50
5554	054 Track	1 60
5572	072 Track	1 75
5132	Remote Switch Right	36 80
5133	Remote Switch-Left	36 80
5165	072 Switch-Right	59 95

5168	072 Switch Left	59 95
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Lionel Classics

3804	#437 Classics Tower	245 00
3805	#44 Boat	484 95
3802	#43 Boat	439 00
3800	#115 Station	199 00
	#390 E Standard Gauge Engine	450 00
	#384 E S.G. Freight Set	950 00
3602	S.G. Christmas Box Car	129 00
3407	S.G. Minors State Car	549 00
1201	Rail Chief Passenger Car Set	CLOSEOUT 650 00

Lionel G Gauge

1004	North Pole Set	188 95
1006	U.P. Ltd. Pass. Set	239 95
7207	Mickey Mouse & Donald Duck Handcar	74 95
7009	Western Pacific Box Car	47 95
7604	Shell Tank Car	48 95
2000	Straight Track	2 25
2001	Curve Track	2 25
2006	3 Foot Straight	6 95
2007	Remote Switch-Right	53 95
2008	Remote Switch-Left	53 95
2101	Lockon and Wires	3 95

Original Lionel Items

2026	2-6-4 w/6466W	Xct	199 00
2037	2-6-4 w/6026W	Xct	225 00
675	2-6-2 w/6466W	Xct	249 00
3927	Track Cleaner Car	L/N	149 00
2353	F3 AA	Restored	450 00
2020	6-8-6 Turbine w/6466W	L/N	395 00
1656	0-4-0 w/Bell Tender	L/N	795 00
2321	Erie Lack. FM	L/N	850 00
2321	Erie Lack. FM Red Top	L/N	1295 00
2322	Virginian Av.	L/N	795 00
2350	New Haven E.	Xct +	495 00
2329	Virginian Rectifier	L/N	795 00
2023	U.P. Alcos	Xct	395 00
1615	0-4-0 Switcher w/Tdr.	L/N	295 00
746	N & W w/Long Stripe Tdr.	Xct +	1750 00
682	6-8-6 w/2046-50 Tdr.	L/N	895 00
2065	2-6-2 w/6466W	L/N	395 00
736	Berkshire w/2046W	L/N	495 00
671	Steam Turbine w/6466W	L/N	395 00
681	Steam Turbine w/2046W	L/N	495 00
2056	4-6-4 w/2046W	L/N	395 00
2353	Santa Fe AA	Xct	595 00
773	w/2046W 1964 Version	L/N	1295 00
773	w/2426W 1950 Version	Xct +	1995 00
2035	w/646660	Xct	295 00
2055	w/2046W	Xct	295 00
226F	w/2226W	L/N	795 00
50	Gang Car	L/N	99 00
450	Signal Bridge Bridge Xct		69 00
456	Coal Ramp w/Car Xct		249 00
356	Freight Station Xct		99 00

Transformer and Tracks

All Transformers and Switch Tracks are Rebuilt with 1-Year Replacement Guarantee

022	O Gauge Switches Pr	79 00
112	Super O Switches Pr	109 00
1122	027 Switches Pr	49 00
ZW	250-Watt Transformer	199 00
KW	190-Watt Transformer	219 00
1033	90-Watt Transformer	69 00
6019	027 Remote Track	19 00
UCS	O Gauge Remote Track	19 00
32	S.O. Straight Track	4 00
31	S.O. Curve Track	2 00

Operating Cars & Access.

3656	Cattle Car with Corral	Xct	139 00
3359	Twin Dump Coal Car	Xct	49 00
3469	Die-Cast Ore Car	Xct	69 00
3461	Die-Cast Log Car	Xct	69 00
3472	Mik Car with Stand	Xct	49 00
3662	Milk Car with Stand	Xct	69 00
6520	Die-Cast Searchlight Car	L/N	69 00
3356	Horse Car w/Ch Corral	L/N	199 00
3562	Barre Car	L/N	89 00
3464	NYC Box Car	Xct	35 00
3444	Animated Gondola Car	L/N	129 00
3424	Brakeman Car	L/N	109 00
3620	Die-Cast Searchlight Car	L/N	69 00
445	Switch Tower	L/N	89 00
6480	Die-Cast Crane Car	Xct	59 00
6560	Oper. Crane Car	Xct	49 00
3520	Die-Cast Searchlight Car	L/N	89 00
6457	Lighted Caboose	L/N	39 00
97	Coal Loader	Xct	149 95
397	Coal Hopper	Xct	109 00
364	Log Loader	Xct	139 00
362	Barrel Loader	Xct	139 00

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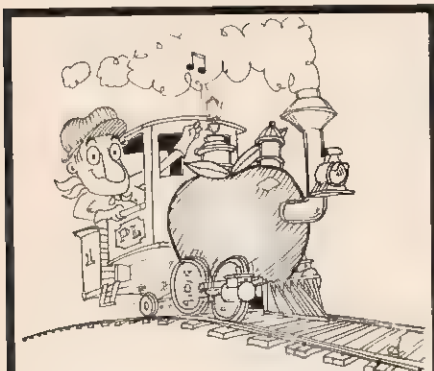
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Goodnight Mattress Co. As far as materials and techniques go, the kits are quite similar, so my comments are applicable to either model.

Gripp's Luggage consists of finely molded plastic walls and loading dock roof, sheet styrene to make the roof, and clear sheet plastic for glazing the windows. The instructions are clear and well illustrated.

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easier way is to paint the entire building one color — it will still look fine.

I do recommend that you depart from the instructions by painting the walls before assembly. It's a lot easier to brush-paint all those little cast-in window sills when the pieces are lying flat. I airbrushed my walls with Floquil Foundation, let them dry overnight, then hand-painted the windows and doors with Floquil Coach Green and a fine brush (no. 1).

This is a tedious and discouraging task, but stick with it and you'll emerge triumphant in the end. Paint these details as carefully as you can, accepting the fact that you'll make some (probably even many) boo-boos. Let the paint dry for 24 hours, then touch up with the wall color. Wait again before using a sharp blade in a hobby knife to scrape off any last glitches. Individual windows still may not look good, but weathering the building will help a lot.

I assembled the walls with Testor's Liquid Cement for Plastics, flowing it carefully into the joints from inside the building with an artist's brush. The dock was painted with Polly S Concrete, the roof panels (after installation) with Polly S Grimy Black.

For weathering I started by doing some light drybrushing here and there with Polly S Roof Brown and White; then I airbrushed the building lightly

and unevenly with Polly S Grimy Black, thinning it with denatured alcohol.

After glazing the windows I added a black construction-paper corner divider inside the building to kill that see-through look.

You could gussy up the structure with extra details. The dock roof needs something to support it, either posts or guy wires from above. You could add scuppers and downspouts, and bumpers made from tires would look good on the loading docks. One corner could be designated the office area and have windows with air conditioners and awnings.

The roof could use a water tower (or the base for one that's been removed), a doorway to stairs, and all sort of pipes, cyclones, blowers, and such, depending on what goes on inside the building.

As model railroad buildings go, this is a big one, measuring 4" x 9". It's nice to see some bigger (and thus more realistic) buildings in N scale, where we usually have a little more real estate available relative to that required for track.

This is an attractive factory or warehouse building that would look at home in just about any city in the country. It could be used on a layout set anytime from about 1910 to the present. (Earlier structures tended toward more elaborate brickwork and detailing.)

This is a good 'un. — J. K.

More Product Reviews on page 62

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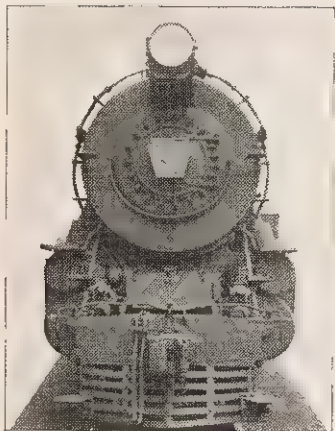
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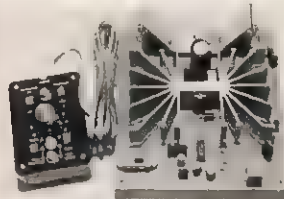
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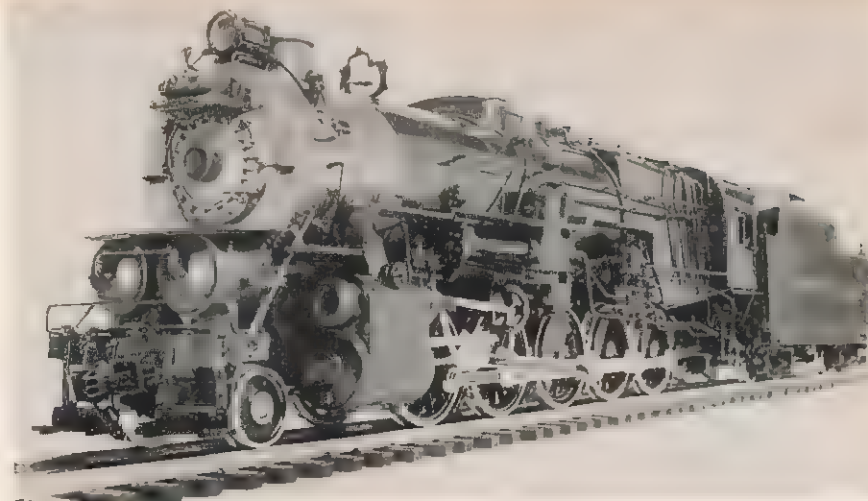
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More Product Reviews from page 59



S SCALE PRR 2-10-0

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DECAPODS were relatively rare on most railroads, yet the Pennsylvania RR found that the 2-10-0 was ideally suited to its rugged, heavy-tonnage operating conditions. According to Alvin Stauffer's book, *Pennsy Power*, the class I1 Decapods were designed by PRR mechanical engineers Alfred W. Gibbs and Axel S. Vogt in 1916. Typical PRR standard practices were followed throughout, and one engine was built at the Juniata Shops in 1916 for road-testing.

Once testing was done, Juniata was given an order for 122 of the I1 locomotives. These massive (386,000-pound) new engines quickly proved themselves on the mountainous Central Region (north and west of Altoona and Williamsport, Pa., to central Ohio). In

1922, a second batch of 475 duplicates was ordered from the Baldwin Locomotive Works to produce a total fleet of 598 2-10-0 locomotives.

The I1s quickly became Pennsy's standard heavy freight locomotive, and they continued in that role for the next 40 years. In the mountains, double-heading was common, with more helpers spaced through the heavy trains and on the rear end. A PRR veteran, visiting with me at Horse Shoe Curve, explained, "We just kept adding I1s until the train made it over the mountain!"

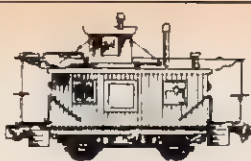
Omnicon's model of the I1 is based on one of the Baldwin engines equipped with a Worthington feedwater heater on the fireman's side. Two versions of the same engine have been built: one with scale wheels, the other with larger flanges for hi-rail operation. Our samples included a factory-painted scale engine and an unpainted hi-rail unit.

These models are made by Samhongsa in Korea. Most of each engine is made of etched and formed sheet brass, with lost-wax detail castings and wire piping.

Review continues on page 66



Don Wood photographed no. 3703, one of the PRR's class I1 Decapods, at Enola, Pa., in 1954.



HO STEAM

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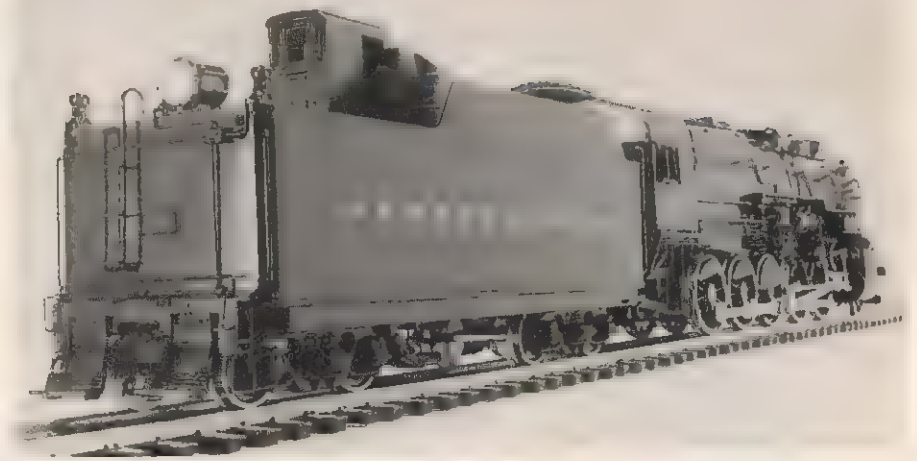
 

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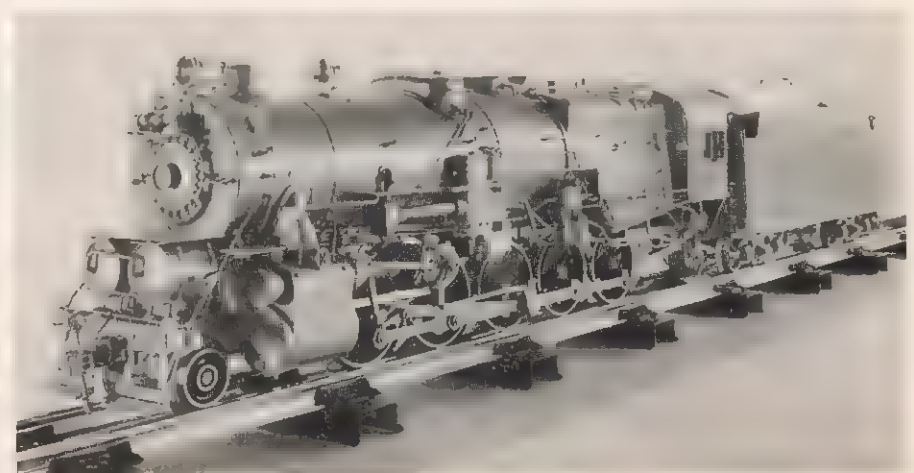
MR's sample was an excellent-running model. It started smoothly and ran quietly throughout its speed range. Its drawbar pull exceeded the range of our test equipment; the importer reports that one of the scale Decapods pulled a mixed 50-car train up a 2 percent grade on the S-Team club layout.

These models were designed with operation in mind. Both the engine and tender are equipped with pads and tapped holes, so Kadee S/On3 couplers can be installed with ease.



Because of the costs and time involved in producing S scale locomotives, Omnicon sells most of their products under a prepayment buying plan. The production run is sized to fill these paid orders, which is why only a few models are made for the general market. Future plans include a New York Central class L-3a/L-4a 4-8-2 Mohawk in early 1992 and a Chesapeake & Ohio T-1/PRR J1 2-10-4 coming in 1993.

Both versions of the I1 2-10-0 are superb models that Pennsy fans will surely enjoy. — *Jim Hediger*



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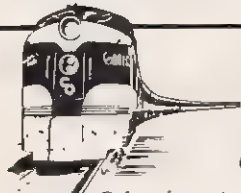
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MARKERS are lights that were used to indicate the end of a train for most of the 20th century. Originally, markers were kerosene lanterns hung from brackets mounted at the rear corners of locomotives, passenger cars, and cabooses. In the late 1970s and early '80s, the kerosene markers gave way to electric flashers and eventually to the flashing rear-end devices (FREDs) in use today.

Veteran railroaders were extremely aware of markers because their safety depended upon them. The operating rule book defines a train as any locomotive or self-powered car, with or without cars, *displaying markers*. If a meet takes place and the passing train has no markers, the waiting train cannot proceed. The lack of markers shows that the opposing train has either broken in two or left the rear end of the train somewhere... quite possibly out on the main line!

Tomar's set of markers is based on the full-size lamps made by Adlake. They come in two kits that have different lens combinations. Set H-807 has the most common arrangement, with a red lens facing to the rear and green lenses in the front and sides. Set H-809 also has the red lens, but the front and side lenses are yellow to match an alternate prototype combination. Tomar makes similar marker sets in O and G scales.

The kit contains a pair of lost-wax brass markers that come painted and with the lenses installed, 1.5-volt lamps (which also come installed), and a small instruction sheet that explains the procedure. It's easy to install the parts, and the project took only about an hour to complete.

Installing the markers was easy as the lamp wires come out through the mounting pegs. They can be applied to almost any of the usual "rear" cars, including observation or sleeping cars and cabooses. All it took was drilling a no. 44 hole through the carbody at each of the lamp locations. Then, as specified in the instructions, I reamed the holes with a no. 42 drill bit to get a good fit. I slid the



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wires through the hole, added a tiny drop of cyanoacrylate adhesive (CA), and pressed each marker into position. The only trick was making sure the red lenses faced the rear.

I used a Tomar no. 812 battery power hookup kit to supply the markers I mounted on an Athearn caboose. This kit comes with a small slide switch, a molded plastic AA battery holder, and some hookup wire.



Next, I mounted the slide switch so that its control lever extends down through the plastic floor and opposite Athearn's toolbox. I made a rectangular hole in this location $\frac{3}{16}$ " wide and $\frac{5}{16}$ " long by drilling a couple of holes within the area and filing the opening to size. By positioning and holding the switch in the opening, I could mark the location of its mounting bolts at either end. Then I drilled no. 47 holes through the floor and mounted the switch with two 1-72 machine screws and nuts.

The next step was to notch Athearn's steel weight so it fit around the power switch mounted on the plastic floor. Next, I positioned the battery holder and marked the locations for its mounting screws. I drilled and tapped these holes for 2-56 screws, mounted the battery holder on the weight, and cut off the excess length of the mounting screws flush with the underside of the weight. Then I finished assembling the caboose floor and mounted the weight with the Athearn screws.

Both of the lamps are wired in parallel with the battery. One side of the circuit passes through the control switch so I can turn the markers on or off. I made these connections with the wire supplied in the kits; some soldering was required.

With the caboose fully assembled, the switch was hidden in the shadows underneath the car. During daylight hours, the markers were usually left dark, even though they were still in the brackets. At dusk, the markers may be turned on, producing a nice-looking glow from each of the lenses. They're battery powered, so that track voltage doesn't affect them.

The finished markers add a neat bit of realism to any model caboose or passenger car. The lenses even focus the light down the track just like their prototypes. — J. D. H.

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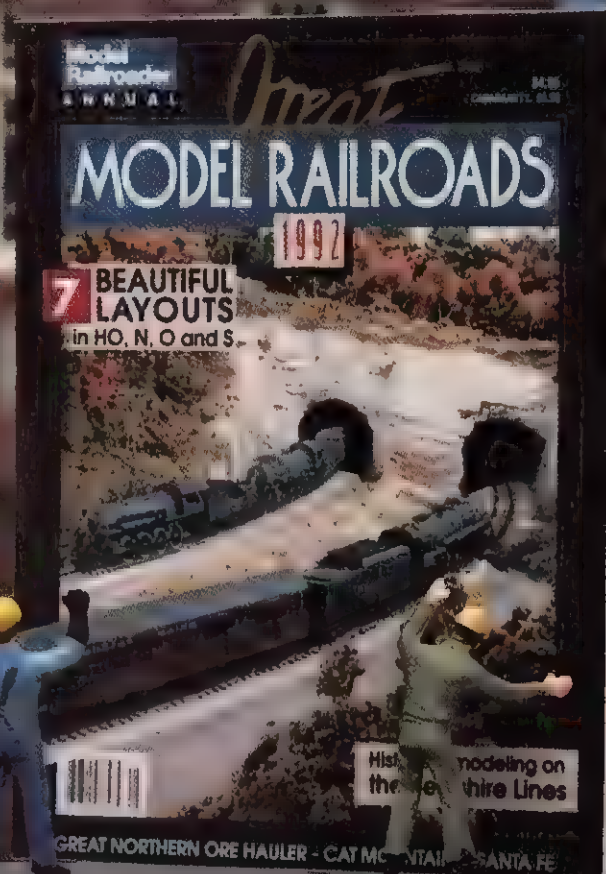
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Tips 'n tales from the cab



Looking back on how trains set fire to themselves

BY VERNON HART

RAILROADS have kept fire departments busy for many years, yet modelers seldom put fire trucks to work on their layouts. Over my years as an engineer, my trains certainly provided their share of problems for the local fire fighters.

HOTBOXES

Modern roller-bearing trucks are a great improvement over the older friction-bearing style. Yet most of us model the older era, when rolling stock usually rode on Bettendorf, archbar, or Andrews friction-bearing trucks. This is confirmed by the little door that hinges upward on both sides of the truck at each end of the axles.

These doors provide access to the journal boxes, which hold the bearings and carry the necessary lubricating oil. Inside, the journal boxes are filled with a fiber material called "waste," which lubricates the axle bearing surfaces through a wicking action.

When something goes wrong with a friction bearing it starts to overheat and eventually gets hot enough to ignite the oily waste. The blaze alerts the train crew to the problem, right? Well almost right, but they have to see it first! The problem is one of visibility as it's impossible to see about two-thirds of a normal train in the hilly and curvy territory most of us like to model.

Now folks, let me tell you, when that stuff keeps burning unnoticed, some bad news is on the way. As the lubrication is consumed, the axle gets even hotter. More than likely, the axle will break and cause a train wreck. Of

course, if you're really lucky, the blaze sets the carbody on fire and now, by golly, we have a signal that everyone can see! Let's stop the train with that car setting somewhere that is accessible to the local fire department.

SPARKS FROM BRAKES

Braking can also provide work for the fire departments. Prior to the fuel crunch of the 1970s, most railroads used a train-handling technique known as "stretch braking." Simply put, the engine was run wide open all the time and the train speed was controlled with the brakes. Easing off the throttle was done only as a last resort.

This holdover from steam engine days was seen as a smoother way to control slack action in the train. It consumed vast quantities of fuel and definitely kept the brake shoe companies in the black. It also provided jobs for legions of workers who installed new brake shoes, serviced overworked brake systems, and replaced wheels with huge flat spots (from sliding) or bad contours (from just being slowly ground away).

The sparks flying from a properly working brake seldom cause concern. However, the fire flying from a stuck brake is quite a different matter. At night it resembles an old-fashioned pinwheel on the Fourth of July! When that happens around dry grass, it can set a continuous fire for quite a distance.

Such right-of-way fires are relatively common and are seldom modeled. Depending upon the location, this might include scorched fields, burned timber, and even an occasional lost barn or house to be realistic.

To offset this problem, many railroads

tried to keep their rights-of-way burned off. When is the last time you saw that modeled? Okay, so it's ugly. How about a scene with a crew putting out a small fire along the right-of-way? A similar scene could be done with a crew starting to burn off the right-of-way.

Fortunately, the problem is greatly reduced today. Vastly improved dynamic brakes as well as improved train brakes have nearly relegated these events to the past. Most speed control is now accomplished by the engineer's handling of the locomotive's throttle and dynamic braking.

BURNING LOCOMOTIVES

On occasion, for reasons that should never occur, a diesel locomotive will catch fire. Yes, we have fire extinguishers aboard the engines, but fires can really get out of control. Hopefully, it's not the lead engine! Many fire departments have been called to the rescue. Just imagine the fire chief's reaction to this call:

"Chief, this is the Ohio River & Wabash's agent. I have a fire!"

"What's the location?"

"It's not here yet, but it'll be at the Elm St. crossing in a minute or two!"

If you wish to model this problem, a John Allen-style staged scene would work best, with a locomotive stopped on a public crossing and a fire truck or two in attendance. Naturally, a large crowd would gather to see what's happening.

A burned locomotive sitting near the diesel shop could tell a similar story. Such problems are almost always confined to the middle part of the locomotive, around the engine compartment, with visible damage on the upper two-thirds of the body.

Grade crossing accidents are an engineer's worst nightmare. No matter how it happens, the automobile or truck always loses. With all the weight involved, there's nothing an engineer can do that will affect the outcome. Most vehicular collisions cause only minor damage to a locomotive, but occasionally an engine may be seen with the cab portion burned out. Such extensive damage is generally the result of a fatal crash between the train and a gasoline tank truck.

On a happier note, railroads also use local fire departments as a source of water for fan trips. If your railroad has already taken down its water tanks and stand pipes, a small scene could easily be developed around preparations for watering a steam fan trip. You'll need a couple of pumpers near a crossing with hose lines stretched down the street so they can draw water from different fire mains. ☐

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JUNE 1977

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APRIL 1979

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JUNE 1979

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AUGUST 1979

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SEPTEMBER 1979

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NOVEMBER 1979

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JULY 1980

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HO scale New Haven RR, Roads, grade crossings; B&M enginehouse, Live steam in Missouri

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DECEMBER 1980

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JANUARY 1981

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FEBRUARY 1981

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MARCH 1981

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APRIL 1981

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AUGUST 1981

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MARCH 1984

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APRIL 1984

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OCTOBER 1984

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MAY 1988

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JULY 1988

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FEBRUARY 1989

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MAY 1989

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JUNE 1989

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JULY 1989

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AUGUST 1989

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SEPTEMBER 1989

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OCTOBER 1989

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JANUARY 1990

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Drawing of Illinois Central's Green Diamond; Modeling the Mississippi River & Bonne Terre; Neal Schorr's modern South Penn

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OCTOBER 1990

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JANUARY 1991

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FEBRUARY 1991

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MARCH 1991

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APRIL 1991

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JULY 1991

Coal operations; Severna Park HO layout; Gary Stebbens' HO Lost River & Western RR, Denver Central Plans

AUGUST 1991

Elk River & Haro RR; Model Santa Fe's Raton Pass; Burlington Northern's Denver intermodal center

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Gn3 freight cars and motorized handcar: Bachmann is continuing to add items to its Big Hauler line of Gn3 (1:22.5) ready-to-run equipment. Wood stockcars are available lettered for the Denver & Rio Grande Western, Missouri-Kansas-Texas, Pennsylvania RR, or the Union Pacific. Three-bay steel hopper cars are lettered for the East Broad Top, Peabody Coal Co., PRR, or the UP. The Gandy Dancer, a self-propelled handcar, is also available. They are made by Bachmann Industries Inc., 1400 E. Erie Ave., Philadelphia, PA 19124. Hoppers sell for \$40, stockcars for \$35, and the Gandy Dancer for \$69.95.

HOBBYSHOP WINDOW

New products of interest



HO scale storage box: Anyone who must store or transport locomotives and rolling stock will find these storage boxes quite handy. They're made of heavy corrugated cardboard and measure 29 $\frac{1}{4}$ " long, 13 $\frac{1}{4}$ " wide, and 11" tall. Each box contains four heavy cardboard trays, which are divided into eight compartments. These compartments, which each measure 13 $\frac{1}{4}$ " long (about 96 scale feet), 2 $\frac{5}{8}$ " wide, and 2 $\frac{1}{2}$ " deep, include two pieces of $\frac{5}{8}$ "-thick foam for cushioning. These durable boxes are made by the Plain-O Box Co., 2400C Ave. K, Plano, TX 75074, and sell for \$27.95 apiece. N and O scale versions are being planned.

HO and N scale track-cleaning cars: The cleaning action of these cars is provided by a heavy brass roller, which is covered with a soft cloth material soaked with track-cleaning fluid. The roller is then guided along the track by the car's heavy cast-metal frame. The roller and car aren't connected — the roller sits loosely in an opening in the frame. When the cloth becomes dirty, simply remove it and put in more cloth (additional material is supplied with each car). The cars are made by Centerline Products, 6N322 Keeney Rd., Keeneyville, IL 60172. The HO car (item no. HO-1) sells for \$37.25, while the N scale version (no. N-1) is \$26.75.





N scale uncoupling tool: Modelers who use Micro-Trains couplers will welcome this hand uncoupling tool from Rix Products. To use the Rix Pick, simply insert it between the two couplers and twist. It is made by Rix Products, 7707 Old Orchard Trail, Evansville, IN 47712. A pack of two sells for \$2.49.

Multiple scales signs: Signs of various types can be found almost everywhere in real life. These signs from Russian River will help add finishing touches to buildings and scenes. This photo shows just a few of the more than 200 full-color signs included on this 8 1/2" x 11" sheet. The signs range in size from 1/8" in diameter to 1 1/4" square, so modelers in Z scale all the way up to G can use them. They're made by Russian River Railroad Co., 3515 Palomino Dr., Arlington, TX 76017. The price: \$5.95.



HO scale coal loads: These coal loads for hopper cars are individually made, giving each one a different look. They use wood bases, with scale coal bonded in place on top of them. Loads are available to fit Athearn 34- and 40-foot cars, Model Die Casting 40-foot rib-side and 50-foot Ortnor Rapid Discharge cars, and Con-Cor and Life-Like 45-foot cars. The loads are produced by Wilson Harrell, 936 Moyer Rd., Newport News, VA 23602. Each pack of two loads goes for \$4.25, plus \$3 shipping per order.

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55012 - Daytime Steam
55013 - Nighttime Steam

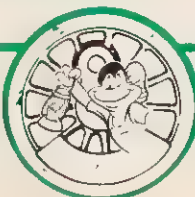


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AT THE THROTTLE

A lifelong journey

IF YOU are just getting started in this hobby, you may be taking the first steps on a lifelong journey. That's because people who try model railroading and like it generally stay with it for the rest of their lives. Our reader surveys tell us that the average length of time a reader of this magazine has been in the hobby is 20 years!

That point was brought home to me this past fall when I attended a tri-regional convention of the National Model Railroad Association held in Binghamton, N. Y. There I had the pleasure of renewing friendships with readers and authors whom I first met more than 20 years ago. I also met some people who told me model railroading has been important to them all of their lives.

For most of these veterans and newcomers, this magazine plays an important part in their hobby enjoyment. It's very flattering when a complete stranger comes up to me at one of these conventions and introduces himself or herself and says something like, "I really love your magazine. Keep up the good work."

When I thank them for the compliment it's on behalf of my talented staff and our many friends and contributors who make each issue possible. If this is your first issue of MR, you'll soon learn that it's written by hobbyists just like you, who contribute literally hundreds of photos, articles, cartoons, and drawings each year.

Our editorial staff works closely with contributors to get the photos and articles we think will interest most of you. This month's cover story is an outstanding example of how staff/contributor cooperation pays off. When John Pryke originally sent us the article on his beautiful HO scale New Haven layout, the photos were not of publication quality.

We could have assigned a free-lance photographer to take the photos, but John was determined to learn enough about layout photography to do it himself. Andy Sperandio, our managing editor, helped John improve his photography skills. Judging from the results, I think you'll agree that Andy is a good teacher and John is a good student.

So far I've told you that readers make significant contributions to this magazine and that our staff is ready to help them meet publication standards. While those are important points, there's more to tell. First of all, MR has been around a long time. This issue marks our 58th anniversary. As we note this anniversary, our circulation is at an all-time high of 215,000.

This success is due, I believe, to our consistently delivering a quality product. We cover the entire spectrum of scales and gauges and prototype interests, while focusing on the model railroader and his or her layout.

Because building a model railroad complete with structures, scenery, and details is the focus of the hobby, we feature at least one layout each month. This issue has two: John Pryke's HO layout and Grover Devine's garden railroad.

Seeing what others have accomplished is educational as well as inspirational. However, to build a model railroad you have to learn about railroad operations, car and locomotive modeling, benchwork, wiring, scenery, mechanics, and electronics.

That's where we can help. Our true strength is helping you learn about all aspects of this fascinating hobby through how-to articles with excellent technical illustrations done by our art staff.

And as a beginner you'll find some how-to material in almost every issue that has been included with you in mind. Right now we're running a series, "Especially for beginners," which centers on the construction of a small HO scale layout called the Cripple Creek Central.

As you embark on your lifelong model railroad journey we'd like to accompany you. At the beginning, we'd like to be your mentor. Later on, we hope you'll help us by sharing discoveries through the pages of this magazine. Bon voyage!

Russ Larson
Editor/Publisher



Our cover story

High noon on the New Haven

The zenith of the New York, New Haven & Hartford RR in HO scale

*The New York
New Haven
and Hartford
RAILROAD CO.*

BY JOHN T. M. PRYKE
PHOTOS BY THE AUTHOR

THE DOMINANT rail carrier in southern New England during the first 60 years of the 20th century was the New York, New Haven & Hartford RR. The New Haven connected the key ports of New York and Boston, and linked the industrial centers of Connecticut, Rhode Island, and Massachusetts. Textiles from Lowell, machine tools from Waterbury and Bridgeport, fish from Boston, aircraft parts from Hartford, and many other New England products found their way south and west to the rest of the world on the New Haven. Similarly, farm produce from the Midwest and fruit from California reached New England consumers over NYNH&H rails.

But freight was only part of the story. Because the New Haven provided key routes from New York City

to the population and financial centers of Boston, Hartford, Providence, and Springfield, almost half its revenue came from passengers. So lucrative was this service that the New Haven fleet of "varnish" boasted the largest number of parlor cars in the United States.

While the New Haven's route mileage was relatively short, it was long on innovation. It was the first railroad to electrify a major main line with high-voltage AC catenary (1911), one of the first to use three-cylinder steam engines (1928), the first to use mass-produced diesel switchers (1931), and the first to employ dual-service road diesels (1941). Steam, electric, and diesel power; long trains of heavyweight parlor cars on crack schedules; heavy-duty freight service; and a beautiful main line that snaked along the coasts of Long Island Sound and Narragansett Bay all combined to make the New Haven unique in American railroading.

... AND THE EARTH SHOOK

So, what got me started in railroad-ing and kindled my love of the New Haven? I was born and brought up in New York City during the 1940s, half a block from the Third Ave. "el." Most of my early fascination with railroads was with the subway and elevated systems — their trains were never more than a few blocks away. Christmas of 1944 brought a used prewar Lionel set, and I quickly discovered that I could enjoy my love of trains on the floor of my bedroom.

In 1946, my family took the first of four summer vacations to Old Saybrook, Conn., on the New Haven's Shore Line from New York to Boston. My father was a model railroader himself, and three or four times each vacation he and I would go down to the Saybrook station after supper to watch the freights and limiteds roar by.



1. Left: Class I-4 Pacifics and heavyweight passenger trains made an indelible impression on a young John Pryke in 1948. As a modeler his subject is naturally the New York, New Haven & Hartford RR of that time, and he'll introduce you to his HO scale New Haven in his story and photographs.

2. Above: New Haven, Conn., is a hot spot on the NYNH&H main line because all trains passing through must change locomotives. Trains hauled from New York City by electric "juice jacks" get steam or diesel engines to go on to Boston, and vice versa. There's always lots of power in New Haven.

On the Friday before Labor Day, 1948, we went train-watching as usual and saw the Boston-bound *Advance Merchants Limited* come blasting through Saybrook at 65 mph, with its double-headed class I-4 heavy Pacifics trailing 23 heavyweight parlor cars. It was just dusk, the engines were working at full throttle to make the grade to the Connecticut River bridge, and the earth shook. I never forgot that moment — the New Haven bug had bitten.

HELLO HO, HELLO UNIMAT

My father and I set up a Lionel layout, but by the time I was 8 years old I'd become bored with ready-to-run cars and started to build Westbrook O scale kits. In 1948 I put together my first HO kit — smaller and more accurate than tinplate — and in early 1949 built a 4 x 8-foot portable HO layout in my bedroom. Not surprisingly, one of the first HO kits I built was a New Haven script-herald boxcar. Within a year the Lionel equipment had been sold, and I was committed to scale model railroading.

By the time I was in my mid-teens, steam locomotives were my favorite modeling subject, with heavyweight passenger cars a close second. When I was 16 years old, I bought a Unimat lathe and drill press combination and started

scratchbuilding. Three years later I had my first glimpse of some really good New Haven models at the New Haven Society of Model Engineers, and all my memories of 1948 awoke.

Alas, no accurate models of New Haven motive power existed in HO, but I had that Unimat. With a little ingenuity, several false starts, and a lot of patience, my first scratchbuilt New Haven steam engine, an I-5 streamlined 4-6-4, rolled out in August of 1959. It was followed by several others, and in 1962 my three-cylinder 4-8-2 won "Best in Show" at a Northeastern Region/National Model Railroad Association model contest. In 1964, this same locomotive, with more detail, won "First Place — Steam Locomotives" in the contest at the NMRA national convention in Philadelphia. Then in 1965 *MODEL RAILROADER* published the first of several photo essays on my New Haven steam power.

The years 1964 and 1965 were auspicious for my New Haven modeling. I joined the fledgling New Haven Railroad Historical & Technical Association (NHRHTA), then a group of about 50 die-hard modelers and railfans dedicated to keeping the history of the New Haven alive. (The NHRHTA has grown to more than 2,000 NYNH&H fans worldwide.) I also prepared a tape-slide

clinic for the NMRA, "Weathering Steam Locomotives With an Airbrush," which featured my growing roster of New Haven steam power. That clinic is still in circulation after 26 years!

In 1966, frustrated by the continuing lack of correct New Haven models in HO, a fellow modeler and I started Bennington Scale Models, a "spare time" company, which manufactured a line of etched-brass NH/B&M lightweight coaches and work equipment. If nobody else would bring out HO models of New Haven prototypes, I'd do it myself! Bennington Scale Models lasted until 1973, when production problems brought about its demise.

WHAT DO YOU DO WITH 48 NEW HAVEN LOCOMOTIVES?

In 1976, having built or acquired more than 22 New Haven steam engines, 12 diesels, 4 electrics, and countless pieces of rolling stock, I broke down and built my first "big" (12 x 24-foot) layout, naturally based on the New Haven of 1948. While limited in size, that layout did capture the spirit of my memories from Saybrook and gave me a fine opportunity to develop new skills, such as tracklaying, wiring, and operation.

In 1982, a change in work location caused me to move to Acton, Mass., and



buy a house with a *large* basement. My wife accused me of buying a basement and putting the house on top merely to keep rain off the railroad, but a model railroader would *never* do anything like that would he? With luck, and curses from the movers, I was able to salvage intact the main Boston and New Haven yards from my old layout. Finally I had the chance to construct my "dream" railroad, a model of the New Haven from New York to Boston.

THE NEW RAILROAD GROWS

Starting in the fall of 1982, I completed most of the trackwork and wiring on the layout shown here by early 1985. By mid-1986, trains were running by timetable, albeit through open benchwork, and that fall I began the scenery. Now virtually all the trackwork is complete, and about 75 percent of the scenery is in. Most of it I did myself, with occasional help from close friends.

The railroad measures 16 x 30 feet and is as accurate a representation of the New Haven circa September 1948 as I can make it. The track plan represents the main line from New Haven to Boston via Providence, with an electrified loop from New Haven to New York. There's about 500 feet of mainline track, along with large yards at Boston, New Haven, and Providence. Besides the straight point-to-point routing, a long passing siding serves as a reverse loop and allows out-and-back running — Boston to Providence and back to Boston, or New Haven to Providence and back. There's a 13" difference in elevation between the lowest point on the layout, the New York Loop, and the highest, the Attleboro/Canton Viaduct.

All track is handlaid on wood ties, except for five commercial double-slip switches. I used code 83 rail on the main line and code 70 in the yards. My minimum mainline curve radius is 36", but most mainline curves are 40" radius or more. Wherever possible, I've used tangent/spiral curves rather than constant radii for greater realism.

I've superelevated ("banked") all the mainline curves by about 4 scale inches. While few modelers bother with superelevation in HO, I find that a long train looks much more realistic when leaning into a curve. The ruling grade is 1.29 percent, which allows 16- to 18-car freights and 6- to 7-car heavyweight passenger trains.

The way-freight sidings in Readville are my most recent addition, and I'm planning to build some at New London too. Another addition will be an engine terminal for Providence.

SEACOAST, HILLS, TREES, AND THE CANTON VIADUCT

My scenery is hardshell with zip-texturing and home-cast rocks. It follows

3. Passenger and freight trains meet at speed on the double-track main line between New Haven and New London. An Alco DL-109, built in 1942 and later repainted in the 1948 pin-striped orange scheme, hustles an express west past the caboose of an eastbound freight.

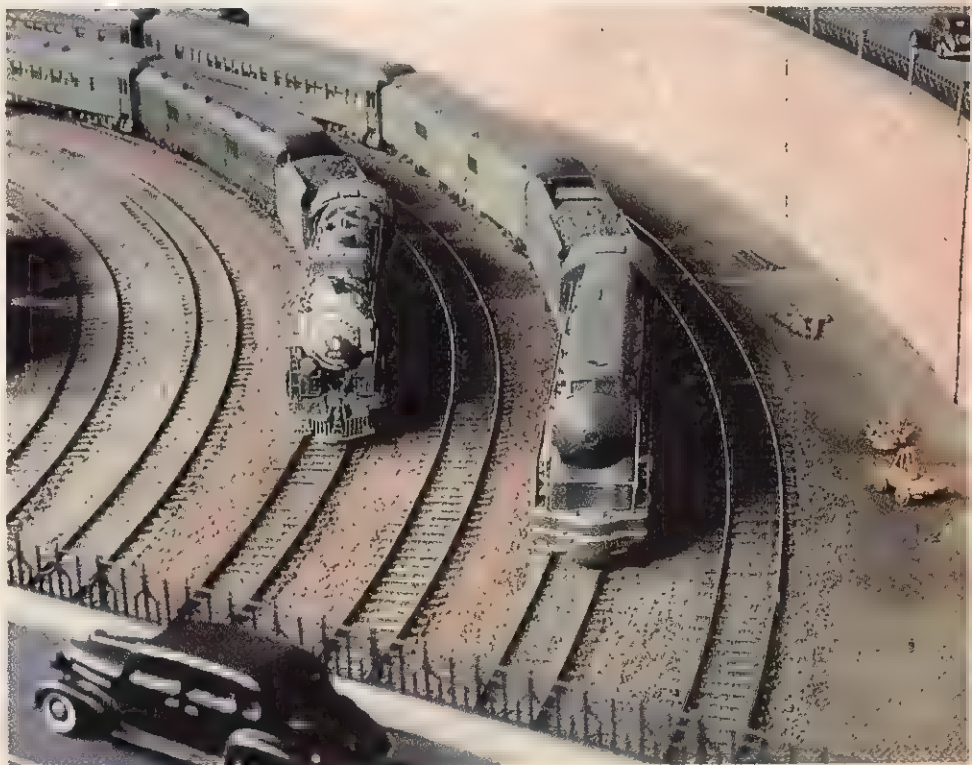


4. Above: Class K-1b 2-6-0 no. 363 heads into the morning sun on its way to Providence with an eastbound peddler freight. The farm scene in the distance is in N scale, a good example of how "forced perspective" adds depth to John's scenery.

5. Right: Looking down over the Albany St. bridge at 5:15 p.m., we see two 4-6-4 Hudson types moving out from Boston's South Station. The New Haven class I-5 streamliner on the *Merchants Limited* is being paced by the Boston & Albany J-2 pulling the *Albany Express*. Far from being an unusual spectacle, John has re-created a common scene of 1940s passenger railroading.

New England prototype with some stretches of shoreline track brushing beaches and harbors. Modeling salt water proved interesting: I used a 1/4" base of epoxy with four coats of gloss medium "molded" into waves. To create surf I painted whitecaps on the wave tops near the beach.

The rolling hills — the highest of which has been christened "Pryke's Peak" — are punctuated with rocky pastures, farms, and New England stone walls. I've forced the perspective wherever possible by using N scale buildings in the background. One hillside farm





6. John scratchbuilt R-3a no. 3561 in 1961. After the engine won first place in the NMRA model contest in 1964, it was featured in the August

1965 MR. The three-cylinder heavy 4-8-2 is still running on John's layout, here drifting downgrade toward New Haven with the "fish train."

with an N scale barn and house is only 10" behind the tracks, but it looks much farther away. The farm fence is HO scale next to the track and tapers to N as it runs up the hillside.

And, typical of New England, there are trees everywhere. Some of the densely forested areas consist of a lichen "blanket" laid on a screen and supported by three rows of trunks in front. For stand-alone trees I used sagebrush tips coated with scenic foam. The sagebrush is so realistic that it's easy to model dying and dead trees by putting only a touch of green foam, or none at all, on the branches. The occasional rooftop peeps up through the woods. To give a September flavor, the leaves at the top of Pryke's Peak are beginning to turn orange.

The cities have a variety of kitbashed and scratchbuilt buildings blending into flats and backdrops, with lots of clutter. I've made sure to use automobiles

and advertising signs appropriate for 1948, even Dewey and Truman campaign posters. The passenger platforms and stations closely follow their respective prototypes. The New Haven station is a scratchbuilt, shortened version of the original.

One unusual structure is the ten-track Boston roundhouse. When I built it in 1980, I intended to cover the structural skeleton with walls and a roof. However, several friends suggested that I leave it open so the locomotives could be seen. I put the walls and roof "on hold" while I thought about it, and they're still on hold.

A key scenic feature is the Canton Viaduct. It curves across the middle of the layout carrying the Boston-Providence main line over a valley. The viaduct is 800 scale feet long and made from foam core covered by embossed stone paper. It dominates its surroundings much like its prototype in Canton, Mass.

LOTS OF NEW HAVEN, A LITTLE B&A

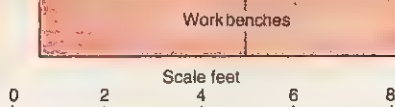
All my cars and locomotives follow prototypes on the New Haven in 1948. There are also some Boston & Albany locomotives and passenger cars on the Boston end of the line. About 90 percent of the engines are kitbashed or scratchbuilt. Most of these models date back to the 1960s and '70s, with some of the scratchbuilt New Haven steam engines now more than 30 years old. The engines that appeared in MR in 1965 are still going strong!

The 1940s were a schizophrenic period for the New Haven's paint shop, and by September of 1948 the variety of color schemes on diesels and electrics included orange with pinstripes, green with single gold stripes, and just plain green. Duplicating this has made my engine terminals colorful places.

Most of the passenger equipment is kitbashed or scratchbuilt and includes

NEW HAVEN RR

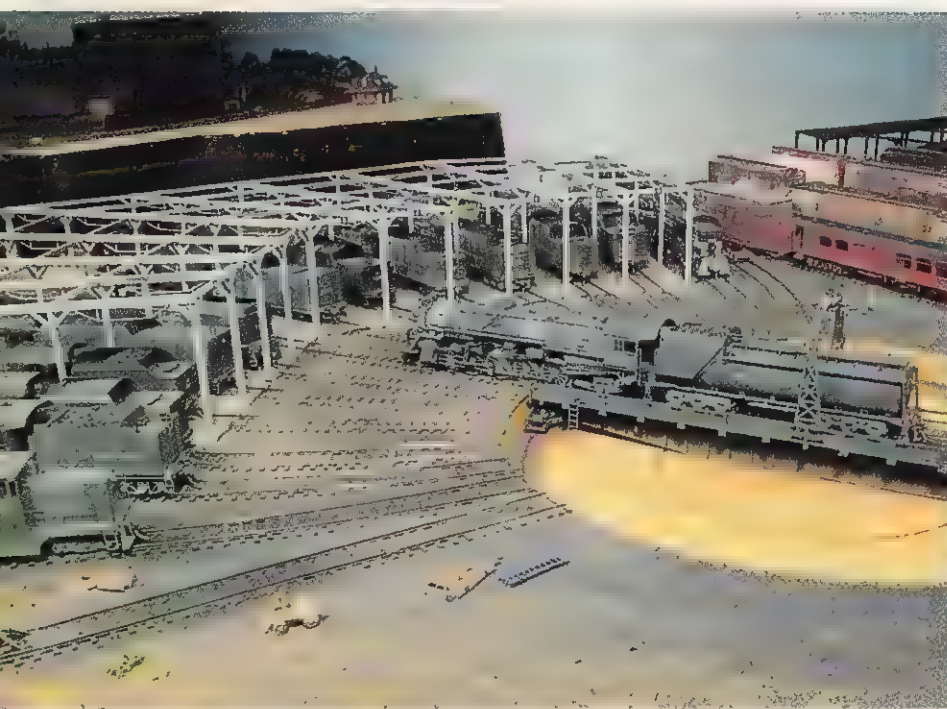
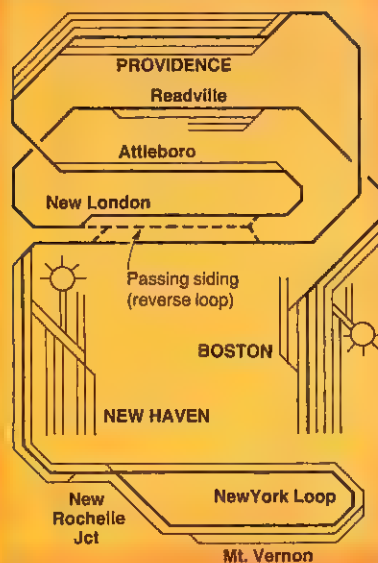
Track plan not to scale
Overall layout size: 18'-0" x 28'-0"
Minimum mainline radius: 36"



The New York
New Haven
and Hartford
RAILROAD CO.



SIMPLIFIED SCHEMATIC



7. When John built the framework for his ten-track Boston roundhouse, he meant to add walls and a roof. Enjoying the view of massed New Haven and B&A steamers, his friends argued that he should leave the structure open, and they've had their way for about 11 years.



8. Afternoon on the Shore Line, with the sun dipping over a small Connecticut harbor as a sailboat on auxiliary power motors out from

the fuel dock. Rattling over the bascule bridge, class R-1b light 4-8-2 no. 3325 heads east with a time freight bound for Providence, R. I.

accurate models of such name trains as the *Yankee Clipper* (1937 heavyweight version), the *42nd Street*, and the *Federal Express*. Most of my freight cars are from kits, detailed as appropriate, and I've kitbashed much of the maintenance-of-way equipment. All cars have been weathered as they would have been in the days of steam.

PERIOD CONTROL AND OPERATION

My manual cab control system closely duplicates 1940s-style operation. The main line is divided into 44 blocks that the dispatcher can assign to either of two mainline cabs. We usually operate with cab B running trains between Providence

and Boston and cab A running between Providence and New York. This forces a "crew change" in Providence and balances activity across the line.

The yards operate under local control, with through or mainline tracks that may be assigned to the yard operator or the dispatcher. When under mainline control, these through blocks can be run by either mainline cab. Trains running on the main line are routed by the dispatcher, while routes in and out of yards are controlled by yard operators.

Full operation takes eight people: a dispatcher; two mainline engineers; three yard operators at New Haven,

Providence, and Boston; and two engine terminal operators at Boston and New Haven. We use radio headsets for communication between operators.

The mainline cabs are momentum throttles, and the yard and engine terminal cabs have taper-wound rheostats. All power comes from two Lionel Type Z transformers, built in 1946 and still humming along.

I developed my first timetable in July 1986, when my railroad was on the tour for the NMRA national convention in Boston. Based on a 1945 New Haven timetable, it models a typical day's operation between New York and Boston.



As a group marketing manager for Digital Equipment Corp., John is responsible for worldwide marketing of computers and services for small- to mid-size businesses. He's also part owner of a hobby shop, the Acton Model Railroad Center, in Acton, Mass. John is married, and has three children and two grandchildren. His wife tolerates his occupation of most of the basement; his eldest son, David, has helped with scenery; and both granddaughters like visiting to see "grampy's trains."

trains, but first-generation diesels — Alco DL-109s, RS-1s and RS-2s, and the occasional FA-1 or PA-1 — do some of the work.

A feature of the Boston-Providence main is the use of B&A power to turn express passenger trains through the Providence Loop. This duplicates the B&A practice of turning mainline expresses during off-peak hours on the Riverside Loop in Boston. It's an interesting operation, and lets us turn our passenger trains without resorting to the turntable or the "0-5-0" method.

Since 1986, I've developed a second timetable featuring more B&A activity, and a third timetable is in the works to allow way-freight operation. A group of 10 to 15 friends usually operates on the first Tuesday of each month between September and June. While this isn't a formal club, we try to make it a regular occurrence.

VISITING THE ACTON DIVISION

My friends and I are occasionally asked to hold an open house. At the 1986 Minuteman Convention we operated — by timetable, I might add — for three nights and hosted 350 to 400 guests. We held a similar session for an NMRA HUB Div. convention the following year. Due to a heavy professional travel schedule, I do need advance notice before having individual guests, and prefer that visits coincide with our monthly operating sessions.

AND THE FUTURE?

While the railroad is 75 to 80 percent

complete, it will probably never be entirely finished. Besides the projects I mentioned earlier, I hope to finish the scenery in Providence and Mt. Vernon over the next 3 years.

Still in the "staring and thinking" stage are an extension of the Boston yard across the aisle and down the back wall to model the Union Freight RR in Boston. Or breaking into the storage room next door (my wife will kill me!) for the Old Colony Line to Cape Cod. Or tacking on to the west end of the New Haven station with a line running to a hidden yard *under* Providence to duplicate the New Haven's Maybrook Line. Or . . . the list can be endless. The last 8 years of building followed a master plan I drew up in 1982; now the fun starts!

My railroad is a hobby that allows me to vent my creative streak and escape the trials of a hard-driving profession. However, it's also a chance for me to recreate my earliest and most vivid memories of railroading's golden era. In that pursuit, I've been a stickler for detail and have done my best to make my railroad as accurate as possible. While it's true that, even with the help of fellow New Haven fans in the NHRHTA, gathering detailed information on the prototype consumes many hours, the result is that the railroad lives in its period.

For the New Haven, 1948 was a high point. It was a Class 1 road with good management, good maintenance, and a quality image. My modeling recaptures the memory and spirit of southern New England's largest railroad, the New York, New Haven & Hartford. □

The electrified end of the line features m.u. locals and heavy "juice jacks" hauling through expresses to Penn Station and Grand Central. Electrics also power freights to Oak Island. Prototypical engine changes on all trains make New Haven a busy yard.

Shore Line traffic through New Haven, New London, and Providence includes express passenger trains — the *Yankee Clipper*, the *Federal Express*, and the *42nd Street* — and both peddler and heavy through freights. One of the latter is the New Haven's famous "fish train," reefers on an express schedule from Boston to New York.

Most freights and expresses proceed on from Providence to Boston, and on this stretch the timetable adds passenger locals. Steam powers most of the



Rio Grande SD50

Today's Denver & Rio Grande Western power in HO scale

BY DAVID A. BONTRAGER
PHOTOS BY THE AUTHOR

SINCE the 1880s, the Denver & Rio Grande Western has battled the Rocky Mountains with some of the largest locomotives in railroading. With its rugged operating profile, the Rio Grande has continued this tradition with the purchase of 17 Electro-Motive Div. SD50s. These massive 3,500-hp road units came in a single order, units 5501-5517, built in 1984. The SD50s can be found almost anywhere on the system, handling nearly any type of train, including helper service.

The horn, plow, and jumbo anti-climbers on the new SD50s strayed a bit from the Rio Grande's standard practices, but the distinctive black and orange paint scheme makes these units blend right in with the rest of the fleet. Originally the locomotives had sand pipes at both ends of the trucks, but the pipes at the yoke end (toward the fuel tank) have now been removed.

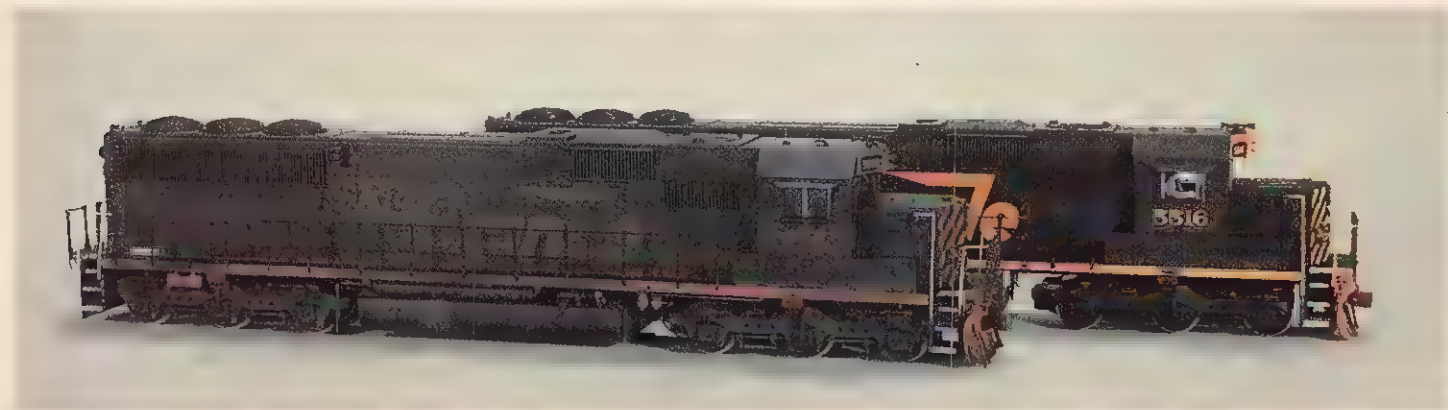
HO scale drawings and more general information on the SD50 locomotive appeared in the January 1984 issue of *MODEL RAILROADER*.

THE MODELS

For this project I used the injection-

molded plastic SD60 body shells by Rail Power Products. The major differences between the prototype SD60 and SD50 locomotives are internal, so I had very few changes to make. Externally the SD50 has fewer access doors at the rear of the long hood, but these minor differences didn't warrant the extra work necessary to remove them.

The RPP body shell fits perfectly on a slightly altered Athearn SD40T-2 chassis. These body castings have some heavy mold-parting lines, but most can be dressed up with filing. The anti-climbers don't have the correct taper for the SD50 locomotive, but this flaw affects only the handrail configuration.



Small details, neatly applied to ordinary plastic diesel models, produce unique locomotives that have a highly realistic "in-service" appearance.



The massive proportions of the SD50s are not apparent until they are seen broadside against the Front Range cliffs on the author's HO layout.

Even though there's nothing seriously wrong with the RPP cab, I used Athearn and Cannon cabs on my units because of their door drip rails, window gaskets, and rounded window corners. These are small details that mostly go unnoticed on operating models, but I still know they're there. Regardless of which cab is used, it must be shimmed with .015" styrene at the bottom to raise its roof to the proper height.

The Q fans that come with the shell don't have open grills, but they're well made and look good, especially with a little extra detailing. If you prefer fans with open grills, the conversion is easy as these RPP fans are separate parts.

I built a pair of SD50 locomotives to demonstrate how different construction methods can be used to produce the same result: a good-looking model.

LOCOMOTIVE 5516

Number 5516 is the powered lead unit of my two-unit consist, so I built it with a few more refinements than no. 5503. I used a Cannon cab and blower housing on this model and added an appropriate engine crew. This unit is modeled without sand pipes, as the D&RGW has removed them from the yoke end of their SD50 trucks. Since the sand pipes at the front are hidden behind the pilots anyway, I didn't bother with them.

Precision Scale handrail stanchions are my choice for this model, except for the left front side (Athearn) and the two extended stanchions in front of the blower housing (scratchbuilt).

I fine-tuned the gearboxes and re-powered the locomotive with a Sagami no. 163039 motor equipped with dual flywheels from NorthWest Short Line. The motor's 16-mm diameter leaves extra space between its case and the narrow RPP shell. This allows a little air flow to eliminate any possibility of shell distortion due to heat.

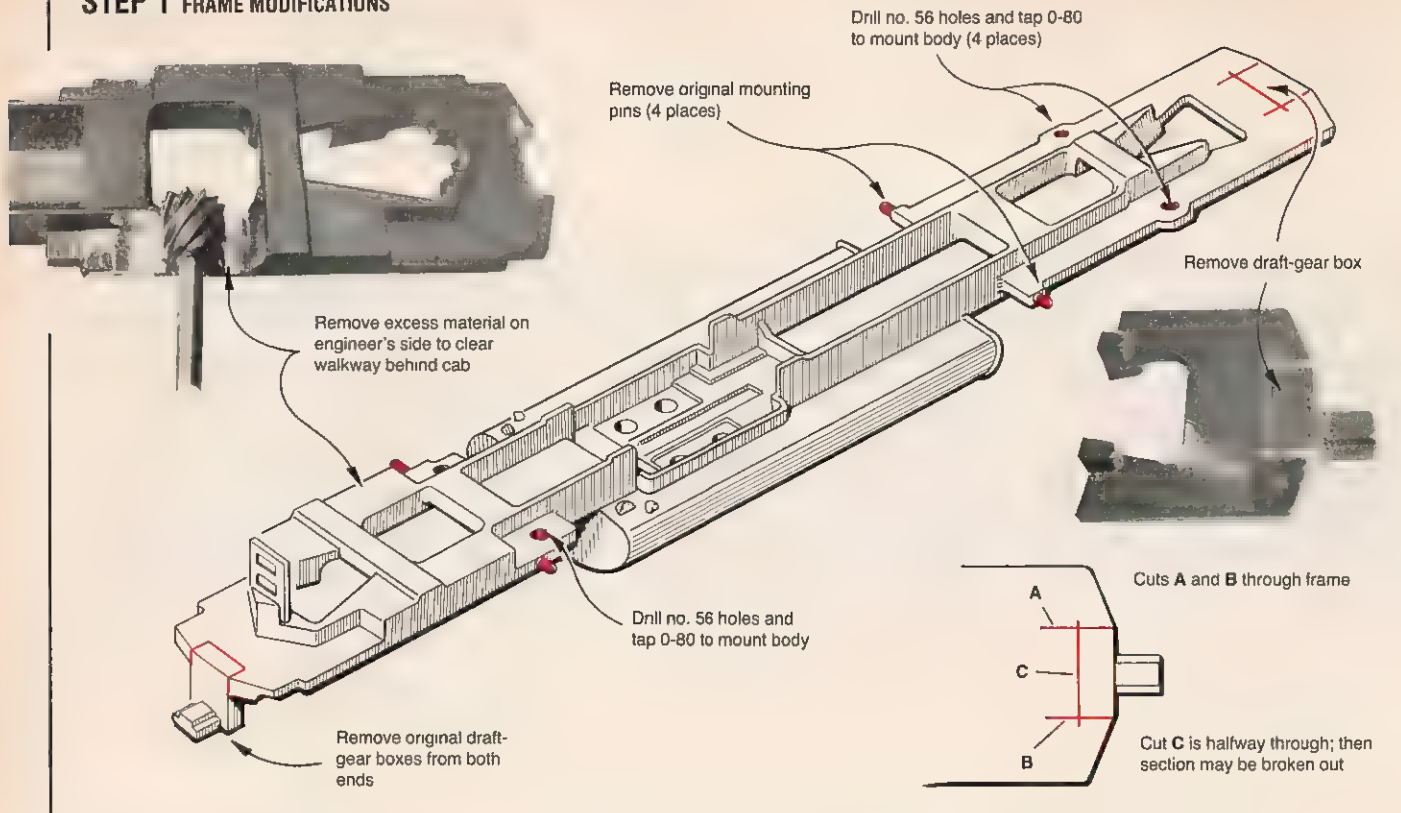
LOCOMOTIVE 5503

I built no. 5503 with the appearance of a unit that's been in service for some time. It still carries all of its sand pipes (as delivered) and has an Athearn cab. I made windshield wipers from .010" brass wire so they could be bent to fit against windows. These wire wipers



Judging from its dusty appearance on a Pueblo-bound manifest, Rio Grande SD50 no. 5503 has put in a lot of miles since its last trip through the wash rack. The big EMD is typical of the third-generation "high-tech" road locomotives that have grown in popularity in recent years.

STEP 1 FRAME MODIFICATIONS



lack the detail of the A-Line castings, but they look better than scale wipers hanging in mid-air.

On this unit, I used the original RPP blower housing. It's a little short, but the casting still looks good. Except for the ends and the special extended stanchions at the blower housing, Athearn handrail stanchions were used all the way around the unit.

The 5503 is unpowered, but I did equip it with NorthWest Short Line nickel-silver wheelsets.

COMMON DETAILS

Both of my SD50s carry a number of common details that enhance their realism. I put a lot of work into the truck sideframe details to produce nearly correct ones for this locomotive. The results are quite satisfying, as they display the prototype's unique appearance while preserving the EMD "family" look.

The RPP shells don't have rear number boards, so I had to fabricate appropriate parts to match D&RGW practices. No commercial horn correctly matches the type used on their SD50s. That's why I built these using Detail Associates parts and a scratchbuilt bracket.

My m.u. cables are made from very small, flexible electrical wire. Their connecting plugs are bits of plastic sprue I chucked in a motor tool and filed to size. I also drilled a no. 78 hole through the part so I could attach the cable to the plug.

To match the prototype scheme, I notched the wing on the "d" in *Grande* to fit around the radiator air intake grill on the fireman's side. Then I mixed paint to match the color of the decals and touched up the grill framework to match the prototype.

CHASSIS

I took each truck apart and carefully inspected all the gears and transmission parts. Any casting flash or rough edges were smoothed away, and then I washed the parts in warm water and detergent. I lubricated everything as it was reassembled and removed any play in the worm gears by adding thrust washers between the gear and the bearings. (Play in these worm gears will cause the model to surge when it runs downgrade with a train.)

From here on, I'll use photos and drawings to explain my methods of construction. The steps that follow are common to either version of the SD50.

Step 1 — Frame modifications. Wearing proper eye protection, I used a Dremel Moto-Tool and cutoff disk to remove the coupler mounting pads from the Athearn SD40T-2 frame. I made two lengthwise cuts through the frame on each side of the draft-gear mounts. Then I made a partial crosswise cut about halfway through the frame behind each mounting. By grasping the bracket with a pair of pliers, I easily

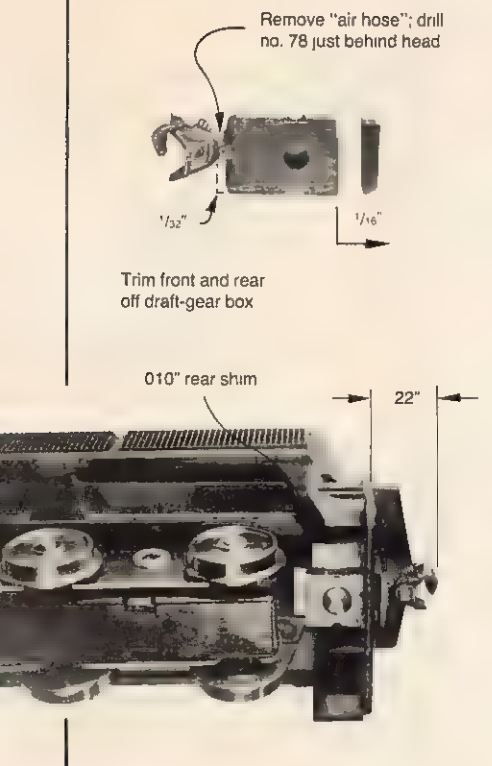
broke off the scrap material. Then I cleaned off sharp edges with a file.

The SD50 cab is positioned closer to the forward end of the carbody than the cab of an SD40T-2. Athearn's SD40T-2 frame casting has a raised area that must be milled down to extend the SD50 walkway toward the front of the unit on the engineer's side. Once again, I did this work with my Dremel tool (using proper eye protection), taking off a small cut at a time until the walkway thickness was uniform all the way to the front truck bolster bar.

I used the file to remove all four of the original body-mounting pins. Then I marked and drilled holes through the frame, at the four locations indicated, for the body-mounting screws. Next, I located these holes near the outer edge of the frame so that the screws would be far enough away from the hood sides to provide clearance for the screwdriver. I slipped the frame into the body, centered it, and used the frame holes as guides to drill matching holes in the body. Last, I tapped the holes in the frame 0-80.

Step 2 — Couplers. I used Kadee no. 5 couplers on both ends of my SD50s. First, I cut off the uncoupling pin flush with the underside of the coupler. The pin doesn't really look like an air hose, and I don't use uncoupling magnets. Eliminating it lets me set the coupler closer into the plow for a more realistic

STEP 2 COUPLERS



appearance. If the pin is left intact, you'll need to mount the coupler in a more extended position so it will clear the plow. At this time I drilled a no. 78 hole vertically through each coupler shank, just back of the head, for later installation of an uncoupling lever.

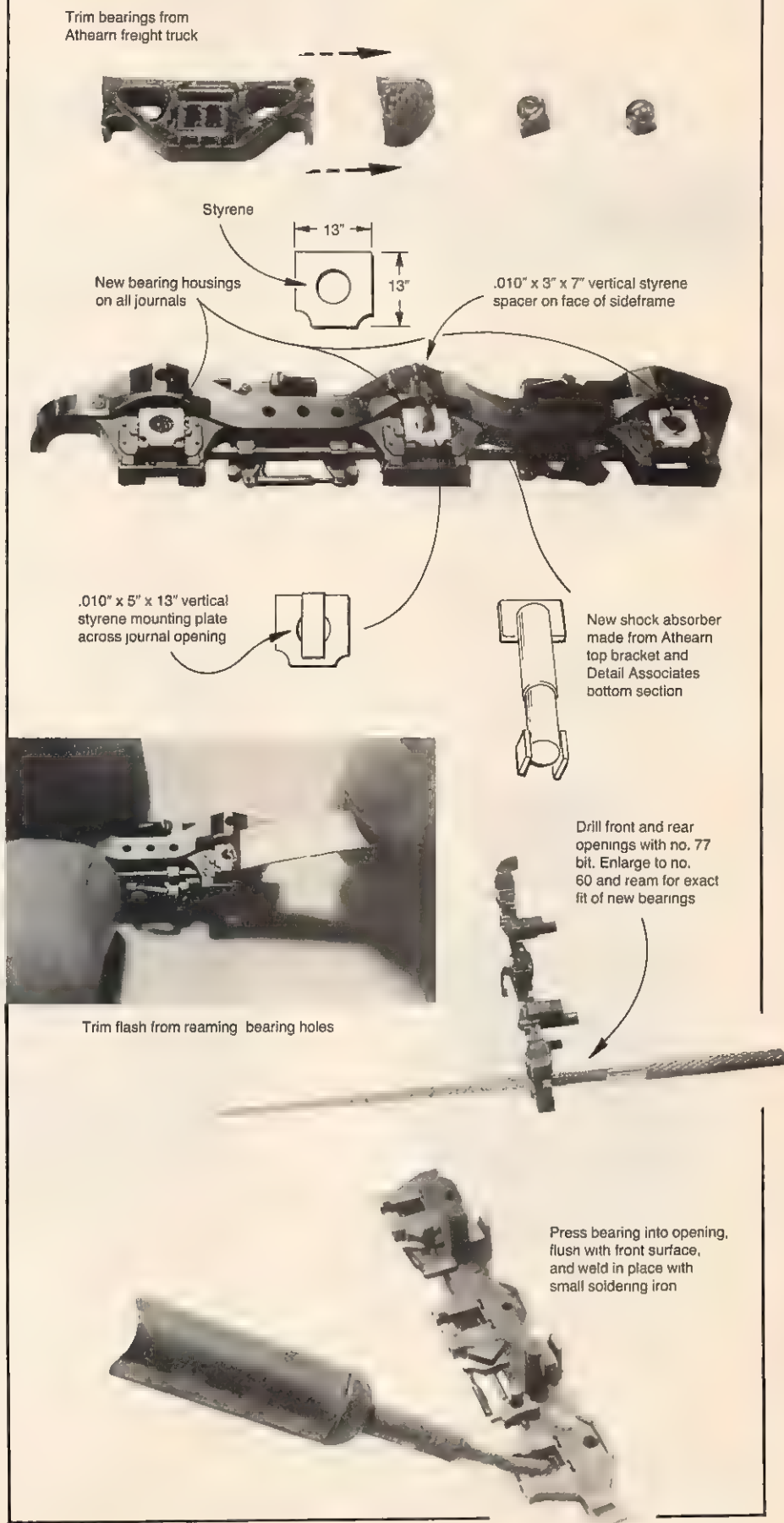
I also trimmed material off both ends of the draft-gear boxes to remove undesired striker plate details from the front and to gain more rear clearance.

Step 3 — Sideframe bearings and struts.

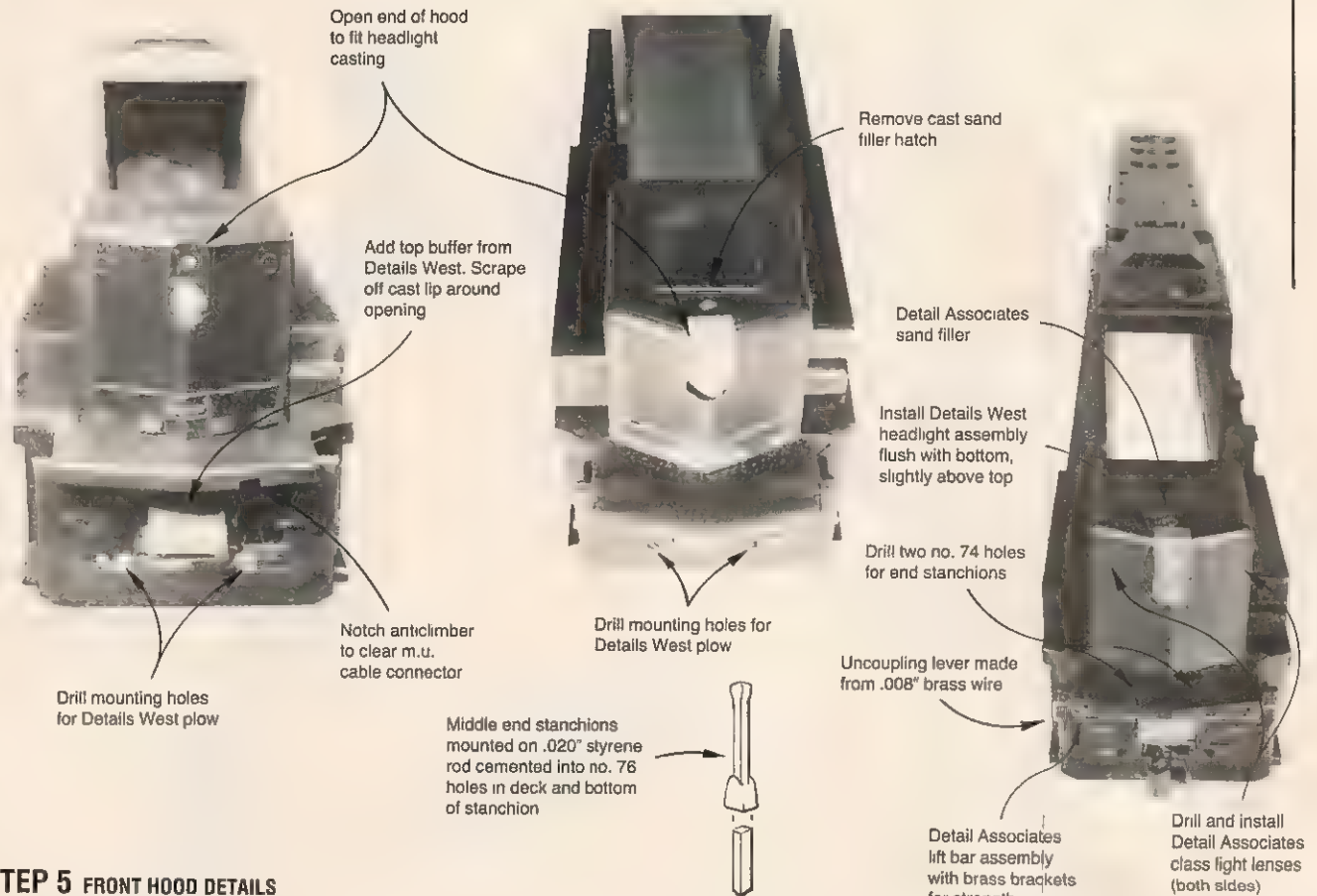
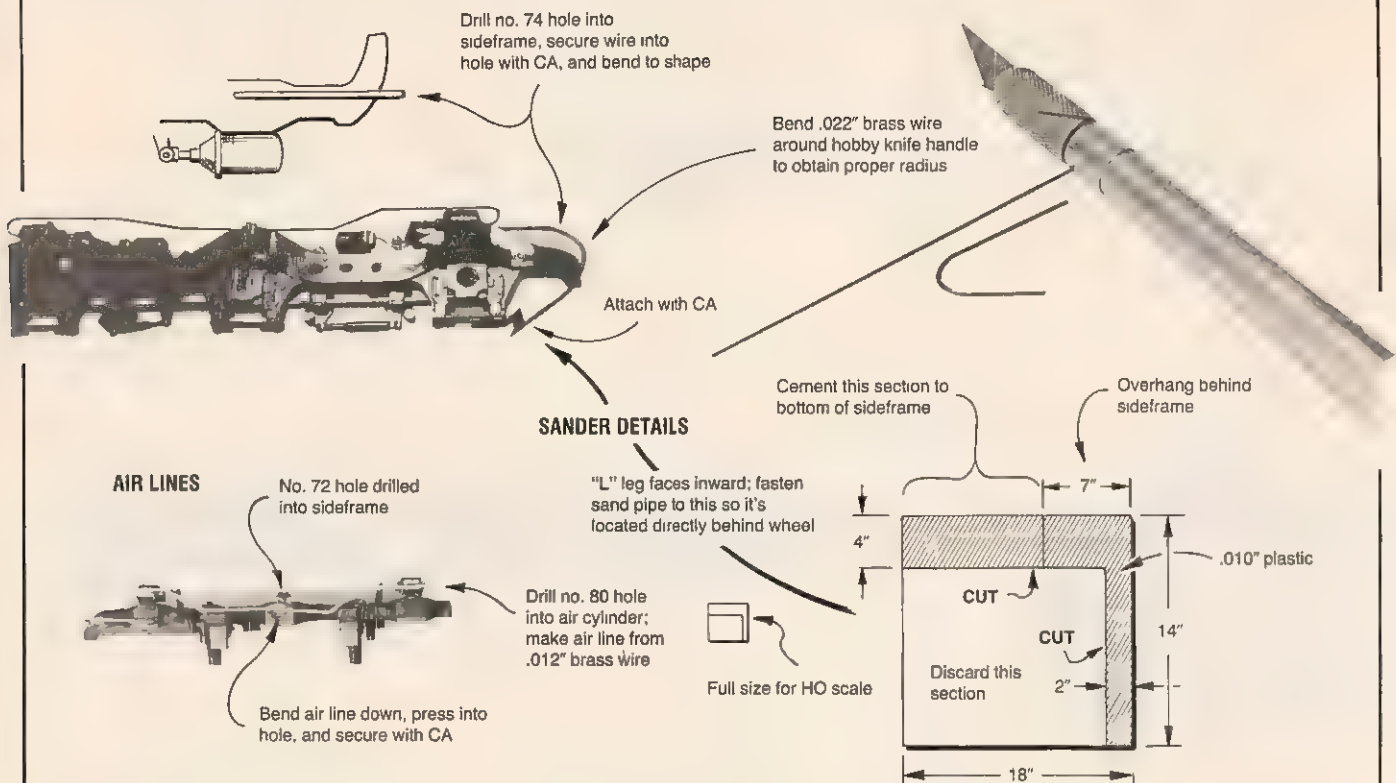
Except for the style of roller bearings, the sideframes of the SD50 follow the same overall design as the SD40-2 trucks. I made three modifications to convert the stock Athearn trucks into the SD50 type. First, I scraped off the original bearing cap details and made new housings that fit on the outside of each journal bearing assembly. Second, I modified the center shock absorbers and their mountings. Third, I cut journal bearings from Athearn roller-bearing freight trucks and trimmed them to size. Then I drilled and reamed openings in the sideframes to accept these new parts and welded the dissimilar plastics with a small soldering pencil.

Since I built my SD50s, Smokey Valley Railroad & Machine Co. has released a sideframe kit for General Electric Dash 8 six-axle diesels. This kit has separate castings for the bearing assemblies, and these parts can be used to make the SD50 sideframe.

STEP 3 SIDEFRAME BEARINGS AND STRUTS



STEP 4 SIDEFRADE DETAILS



STEP 5 FRONT HOOD DETAILS

Step 4 — Sideframe details. Air brake lines are important details that are seldom modeled, which is why I always try to add them to my locomotives. Mine were fabricated from brass wire, bent as shown in the diagram. I drilled holes in the brake cylinders and added the plumbing in two pieces. In this way, it was easy to fit one end into the brake cylinder and to join the two halves at a hidden hole in the top center of the sideframe. A drop of cyanoacrylate adhesive (CA) held everything in place without the hassle of trying to make multiple bends in a single wire.

Note that the air line on the lead truck (left side) must be bent back closer to the front air cylinder to clear the handbrake chain.

Adding sand pipes to the yoke end of the trucks was done in a manner similar to the way I mounted the air lines. In this case I drilled the top mounting hole above the truck journal and bent the wire around and into position. The bottom end of each sand pipe was secured with a styrene bracket I cemented to the underside of the sideframe.

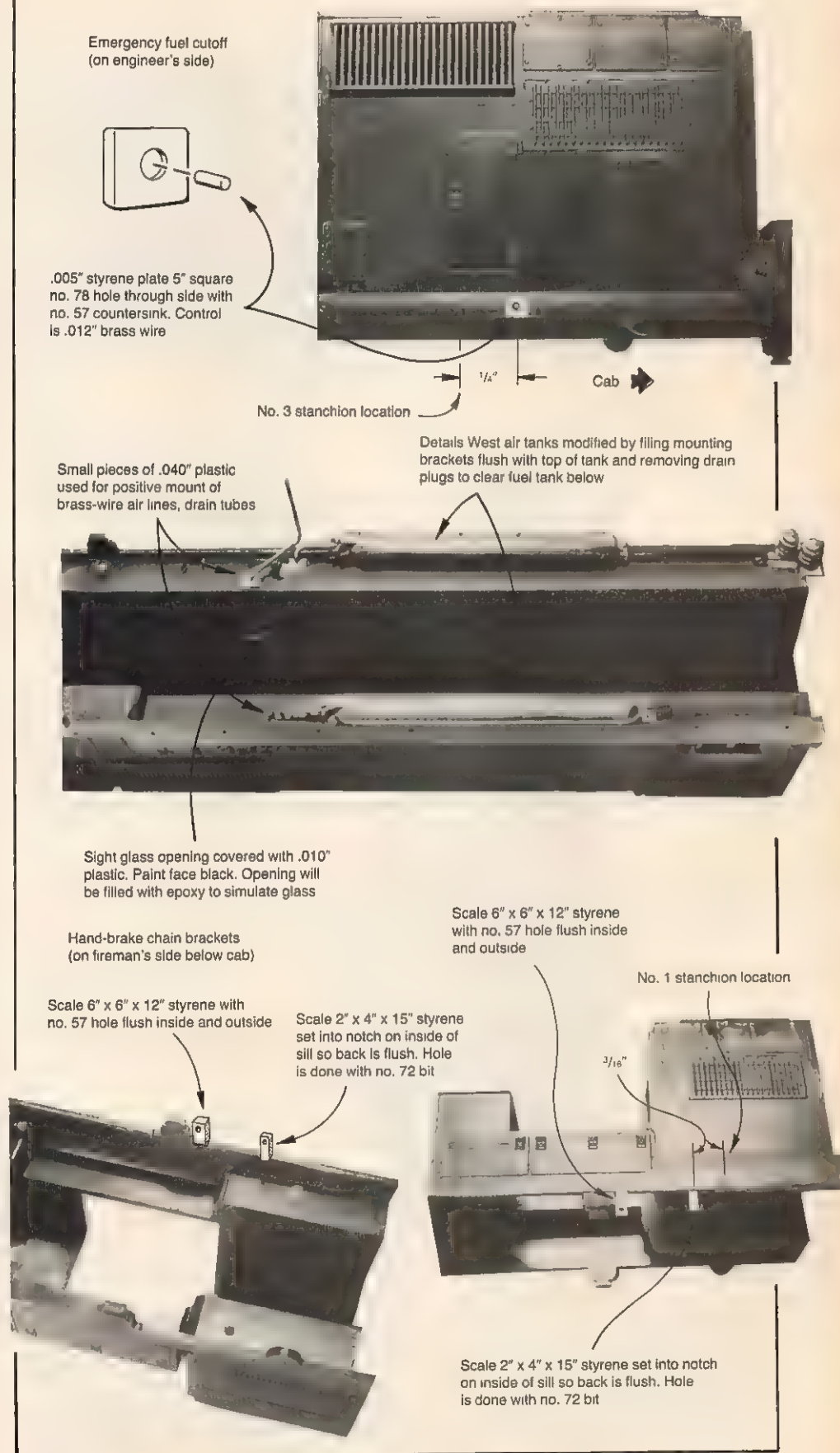
Step 5 — Front hood details. To me, adding the unique railroad options is one of the most enjoyable parts of building locomotive models. The toughest job involved in detailing the short hood was making the appropriate opening to accept the Details West headlight assembly. I worked carefully to get a perfect fit and to keep the assembly centered.

The two middle handrail stanchions at each end must be mounted flush on the deck. To strengthen these butt joints, I drilled and added a .020" styrene pin to each stanchion. These pins were cemented into holes drilled into the tops of the anticlimbers. All the other details were mounted as specified by their respective manufacturers.

Step 6 — Lower sill details. The emergency fuel cutoff switch came next. Like many of the other details, I scratchbuilt it from a rectangle of styrene and a bit of wire. I used bits of styrene to simulate the brackets for the handbrake chain.

I used Details West air tanks on both sides of the SD50s. These are nicely detailed, but do need to be modified slightly so they'll fit into the restricted space between the sill and the fuel tank. I also added the accompanying filters, drain pipes, and plumbing using small squares of styrene as mounting pads.

STEP 6 LOWER CARBODY DETAILS

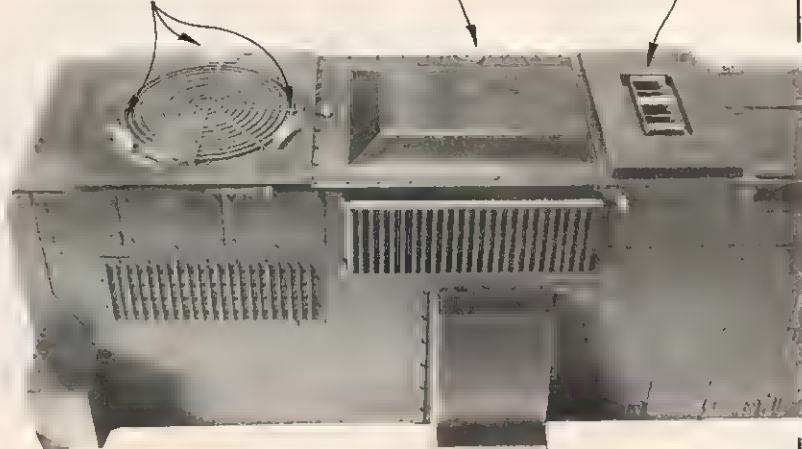


STEP 7 HOOD ROOF DETAILS

Lift brackets — scale 2" x 4" x 9" styrene with no. 72 holes (3)

Detail Associates lift rings

.005" styrene exhaust port trim



.022" brass wire electrical conduits

Drill cast lift rings through with no. 79 bit

Rear grab iron made from .012" brass wire

.022" brass wire circuit conduit

Lifting brackets made from .010" styrene drilled with a no. 76 hole (both sides)

Detail Associates sand filler

Detail Associates headlight



Details West bell with .010" wire air line

Step 7 — Hood roof details. More detailing enhances the appearance of the long hood. I replaced or modified the existing lift rings and brackets on the fans and roof panels. I added a handrail and electrical conduits fabricated from several sizes of brass wire, then mounted the bell on the engineer's side of the unit, just ahead of the radiator panels.

Step 8 — Cab details. The D&RGW uses a unique low-profile five-chime horn on the SD50s. There isn't a commercial casting for this horn, so I made one using the horn bells from a Detail Associates no. 1603 kit and a scratchbuilt styrene bracket. Most of the other details are commercial items I added according to their manufacturers' instructions.

Bill of materials

A-Line (Proto Power West)
29200 wipers

Athearn
4500 or 4504 SD40T-2
90399 roller-bearing freight trucks

Builders In Scale
250 black chain (40 links per inch)

Cannon & Co.
1501 thin wall cab (used on 5516)
1601 blower housing kit (used on 5516)

Detail Associates
1003 rear headlight
1202 bell (used on 5503)
1301 sunshades
1508 m.u. hoses (front)
1603 horn kit
1708 classification light lenses
1709 headlight lenses
1802 antenna base
1901 round hood vent
1902 cab vent (used on 5516)
2206 wire eyelets
2212 uncoupling levers
2502 .008" brass wire
2503 .010" brass wire
2504 .012" brass wire
2505 .015" brass wire
2506 .019" brass wire
2507 .022" brass wire
2509 .033" brass wire
2528 .015" x .042" flat brass wire
2602 rear number board kit
2801 air tanks (used on 5516)
2802 damping struts
2807 speed recorder (cable only)
3001 sand filler hatch
7103 rerail frogs
101101 lift rings
102213 uncoupling lever brackets

Details West
129 bell (used on 5516)
138 lower front headlight
139 air filters
172 running lights
195 buffer plates
197 fuel tank bracket (front only)
204 air tanks
206 snowplow

Grandt Line
3902 .020" plastic rod
3904 .040" plastic rod

Kadee
5 couplers

Microscale
87-28 decals

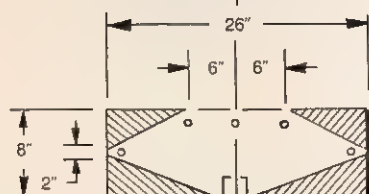
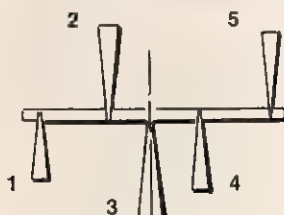
NorthWest Short Line
4026 flywheels
4826 universal coupling kit
4846 universal coupling kit
20204 drive shaft, 2 mm
71314 wheelsets (used on 5503)
71414 wheels
163039 Sagami motor

STEP 8 CAB DETAILS

AIR HORNS



Bells from Detail Associates set 1603



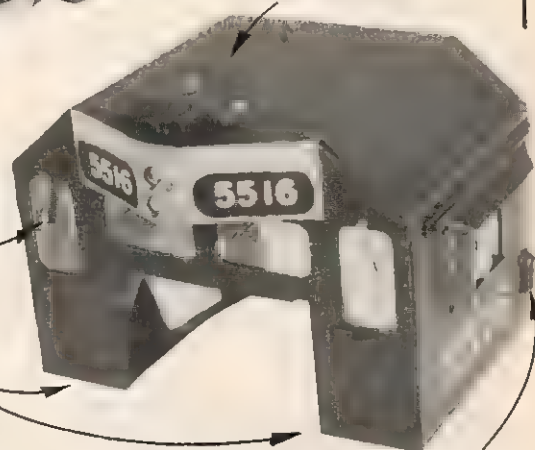
Mount bracket flush with top of cab roof

.040" styrene rod, notched and cemented to bottom of bracket

All horn-mounting holes are no. 79



Horn assembly mounted just ahead of roofline



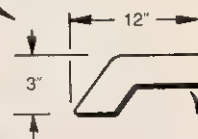
A-Line windshield wipers (all 4 end windows and center windshield)

.015" styrene shim to raise cab

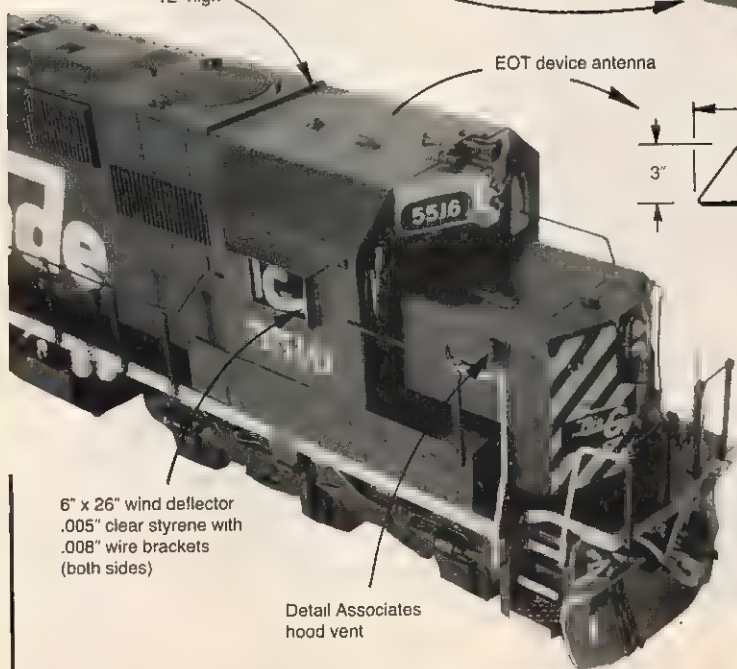
Whip antenna 12" high

EOT device antenna

Detail Associates cab vent



.010" styrene



6" x 26" wind deflector
.005" clear styrene with
.008" wire brackets
(both sides)

Detail Associates hood vent

Precision Scale

- 3150 air hose, rear
- 3152 m.u. hoses (rear), air hose (front)
- 3153 air hose (glad hand only)
- 3936 short stanchions, plastic
- 3938 deck mount stanchions, plastic
- 39011 fuel sight glass
- 39036 dial fuel gauge
- 39039 m.u. receptacles
- 39073 long stanchions, brass
- 39079 fuel fillers

Rail Power Products

- SD60 body shell

Scalecoat II

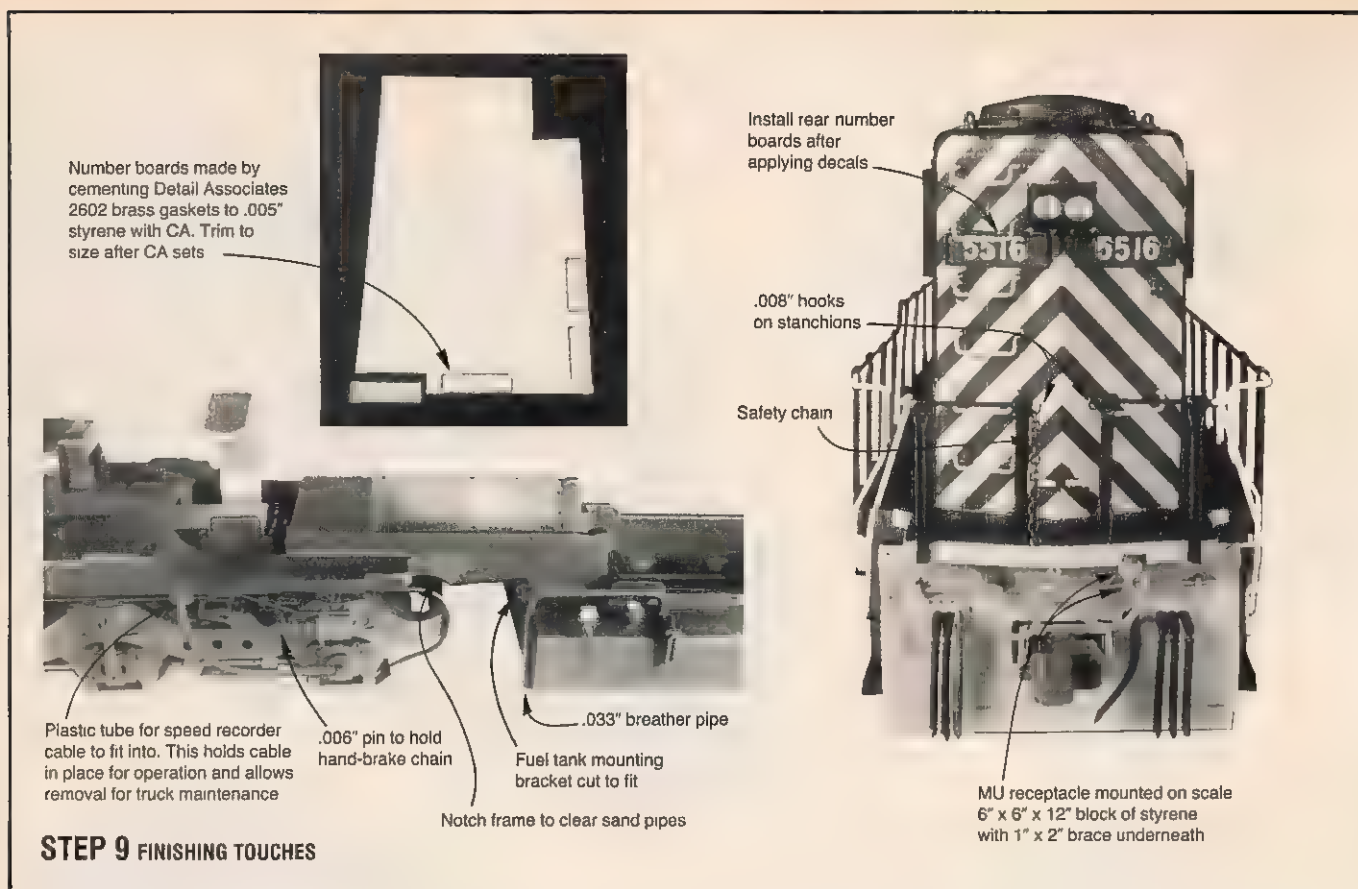
- 2010 Black
- 2015 Reefer Yellow
- 2016 Reefer Orange
- 2048 Thinner

Tichy Train Group

- 3015 grab irons, drop type

Warren's Custom Services

- 8030 upper front headlight



STEP 9 FINISHING TOUCHES

Step 9 – Finishing touches. Since number boards aren't included on the body casting, I fabricated them from .005" styrene with a brass frame taken from a Detail Associates no. 2602 set. I didn't install them until I'd painted and decaled the unit.

If you installed the sand pipes on the trucks, be sure to make small notches in the frame to clear these details.

Step 10 – Weathering. My SD50s have widely differing degrees of weathering to reflect prototype operating conditions.

Big engines tend to be used very heavily in the D&RGW's mountainous territory. With maximum tonnage trains, full-throttle operation is the norm as the units battle the grades and work through the tunnels at relatively slow speeds. Their roaring exhaust not only emits a steady stream of oily soot from the diesel engine, it also blows accumulated crud off the ceilings of the tunnel and stirs up the dirt from the floor!

Engine 5503 shows the effects of many trips as a trailing unit through this dirty environment. I simulated the oily dirt with several layers of dark gray chalk dust set with Dullcote. This chalk dusting was supplemented with dry-brushing to highlight specific areas like the snowplow, walkways, and steps.

On the small items, such as m.u. hoses and cables, grab irons, and uncoupling lever, I used thin washes of dirty colors. The white areas on the handrails are painted with Floquil Antique White (no. 110085) to give them an off-white, dirty look. Then I added a thin wash of black over the heavily used areas.

Number 5516 received only minimal chalk dusting around its radiator air intakes and exhaust stack where dirt first begins to accumulate. I wanted it to look like a unit fresh out of the shops after a repainting or washing. Its contrast with no. 5503 helps to convey the idea that locomotive maintenance is a continuing process. ☐



Step 10. Comparison shows the effects of many miles on no. 5503, while no. 5516 is fresh out of the shops. Different weathering enhances the illusion that a model railroad is an ongoing enterprise.



JANUARY 1992

MODEL OF THE MONTH AWARD

MODEL RAILROADER
MAGAZINE

AWARDED TO **KEITH C. HOPKIN**

FOR MODELING this two-stall wood roundhouse in HO scale. The model is based on a Canadian Pacific (former Kingston & Pembroke Ry.) roundhouse that once stood in Renfrew, Ontario. Keith worked from a prototype photo and measurements he took at the building site. He used Northeastern clapboard siding for the walls and scribed the back side of it to represent boards on the interior. Keith assembled the interior woodwork board by board, using various sizes of Northeastern scale stripwood. He painted

the exterior with Floquil Tuscan Red and used maple wood stain on the interior wood. Keith used sandpaper that he painted Floquil Grimy Black to simulate the gravel and tar roof. The windows and doors are by Grandt Line, and Keith scratchbuilt the smokejacks and roof vents. Figures are from Preiser and Miniatures by Eric, while the pickup is from Alloy Forms. Details are a mixture of scratchbuilt items and commercial parts from Juneco Scale Models and Alloy Forms. Keith also took the photos.

RIGHT: Harper Goff had an opportunity to acquire a good deal of HO scale Märklin equipment and Faller buildings, along with French and Rivarossi American scale trains, while serving as art director for films being shot in Europe. After returning to California, he built a 15 x 21-foot layout in his garage with a distinct German character. His main interest involves developing realistic-looking scenes, not in sophisticated operation, and the track plan consists mostly of one loop climbing up and over the other. This scene, photographed by Harper, includes a typical European masonry bridge.

TRACKSIDE PHOTOS



Pelle Soeborg of Farum, Denmark, has always been interested in American railroads. In addition to painting and lettering the brass Dash 8-40C, SD60, and SD40-2 heading the freight drag at the left, he took this photo on what he calls his HO scale operating diorama. Pelle also finished the Front Range Models Geep 7 waiting on the sidetrack.

RIGHT: Out in west Texas on David Barrow's HO scale Cat Mountain & Santa Fe Ry., the Mesa enginehouse services diesel power for yard and local freight assignments. Like most places in David's layout, Mesa is a good spot to watch locomotives come and go and to see railroaders at work. David's friend John Urban used Pikestuff and Diamond Scale kits and components to construct the engine terminal's structures, adding detail parts to the scene; Andy Sperandio of the MODEL RAILROADER staff took the photo.





Even though he doesn't think the style suits the locomotive configuration well, Bruce Rogers of New Plymouth, New Zealand, painted his Rail Power Products SD60M diesel in the Burlington Northern's new green, white, and black paint scheme. Combined with an Oakway Leasing SD60, the diesel heads an empty coal drag that's bound for the Powder River Basin and Mobil Coal Co.'s Caballo Rojo mine. Bruce took the photo on his Montana Rail Link layout.



Kenneth Ehlers took this shot on his HO#3 Pandora & San Miguel RR, a nicely detailed 10 x 23-foot layout. We like the subtle weathering on the locomotive that lets us see the detail. The weed clumps and the way the station is worked into its realistically uneven site are also eye-catching. Ken built the station from a Builders In Scale kit.

TRACKSIDE PHOTOS

We welcome your contributions to Trackside Photos. Only model railroad subjects are used. Color photos should be original transparencies, and black-and-white prints should be at least 5" x 7". Payment will be made upon publication.



On Carl Cascone's HO scale Kanawha Creek Ry., no. 18, a Mantua 0-4-0 yard goat, eases over the Main St. crossing while local traffic impatiently waits. The town structures are made from modified and weathered plastic and polyester kits. Carl used water putty over cardboard for the streets, which he then painted a combination of gray and buff. Pastel chalks nicely simulate road grime. Carl also took the picture.



Hans Wolfram Nicolaus of Hamm, Germany, posed this HO scale Atlas Alco RS-1 switcher and Athearn gondola, both of which he painted and weathered with acrylic paints, on a deck girder bridge over Nico Creek before exposing this picture. The name of the creek is derived from Hans' own nickname. He used Faller abutments, but the span was scratchbuilt. Hans has set it on a 19½ x 31½-inch module that he skillfully constructed with a lightweight frame which, in turn, is reinforced by the plywood riverbed.

Passengers are milling around on the platform waiting for a train, so the work crew had better get their rig out of the way very soon. Ron Harmon, who took the photo, constructed a 2 x 8-foot HO diorama of the Chicago & North Western and Milwaukee Road station and crossing in Slater, Iowa, for that town's centennial in 1989. Built to match the 77-degree track crossing angle, the station has Grandt Line windows and doors and is built with Kappler basswood scale lumber.



DEPOT MODEL CONTEST

A special depot model contest will be held in conjunction with the National Model Railroad Association's national convention, to be held in Columbus, August 1-8. The contest will be open to all builders, with models judged and prizes awarded in separate categories for NMRA members and nonmembers. The contest rules are:

- The model may be constructed in any scale as a single structure or as part of a diorama.
- The model must be the work of the entrant, but models may be entered on behalf of the builder by another convention attendee.
- The model must be displayed in Columbus during the NMRA national convention for judging purposes.
- A special open entry class will be available for professional model builders, architects, and students, as well as those who aren't members of the NMRA.
- Models will be on public display during the convention.
- The Volunteers of America would like to display the winning model in the depot for a period of time to be agreed on by the winner and their organization.
- Judging will be done by representatives of Neuenschwander & Pheneger Inc., the Volunteers of America, and the Columbus Landmarks Foundation.
- First, second, and third prizes will be presented to the winners in both categories. A special print will be given to all entrants.



COLUMBUS, OHIO
AUGUST 1-8, 1992

Toledo & Ohio Central Ry. Columbus, Ohio, depot

A passenger terminal suitable for the state capital

BY JIM HEDIGER

THE Toledo & Ohio Central Ry. was built in the 1880s to tap the coalfields of West Virginia. Its main line ran southeasterly across Ohio from Toledo, through Columbus, to the Ohio River at Point Pleasant and on to Charleston, W. Va., and the coalfields. This unique station was built at 379 W. Broad St. in 1895 to serve the state capital at Columbus.

Initially, the tracks serving the station were all at ground level, with the Broad St. grade crossing at the north end. As automobile traffic grew, waiting for trains became a more serious traffic problem. In 1910, a grade separation project elevated the tracks and lowered Broad St. to solve the problem.

STATION'S EARLY YEARS

The station was designed by the architectural team of Yost & Packard. This firm was well known for its other central Ohio landmarks, which included the former Ohio State University Armory, the Chittenden Hotel, and the Broad Street Methodist Church. The building's central tower gives it a distinctly oriental flavor, but historians believe the design owes more to French

and Swiss feudal styles. Large clockfaces graced three sides of the tower during its first decade, providing an easy reference for travelers. These clocks and their mechanisms were removed around 1910.

On November 10, 1910, a devastating fire burned the roof off the building. This damage was quickly repaired so the structure could resume its normal functions. At the time of the fire, a deck and ramp were under construction to serve the elevated right-of-way. The ramp began on the east side and curved up and around behind the building to provide access from Broad St. to the tracks for both passengers and freight.

Another disaster struck the depot on March 25, 1913, when a major flood brought the Scioto River over its banks. Hundreds of people lost their lives as the water and debris flowed west along Broad St. A small brass plaque on the side of the station's balcony stairway marks the high-water mark in the grand lobby.

The depot continued to serve as a major transportation terminal after the T&OC became part of the New York Central in 1910. Old-timers tell of recruits boarding troop trains at the onset

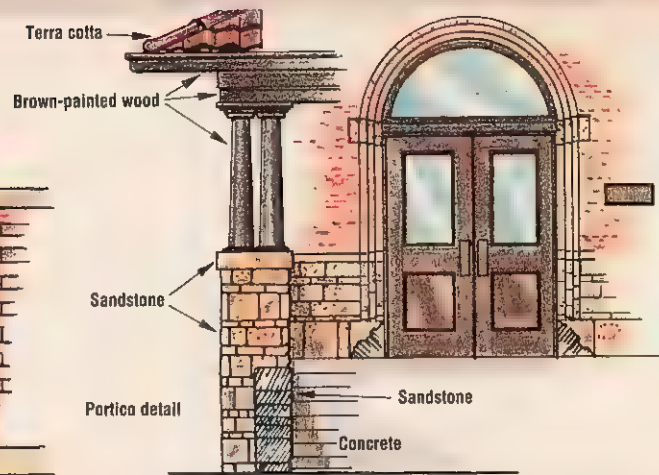
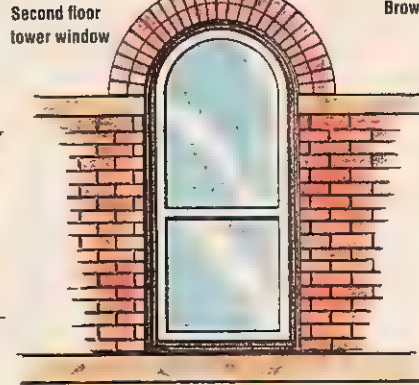
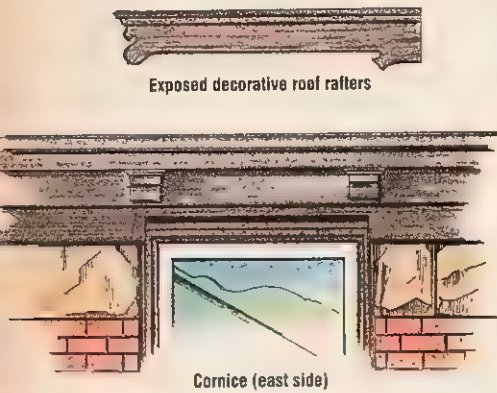


Top left: This hand-colored 1909 postcard view shows the T&OC depot in its original configuration with a level grade crossing at Broad Street. The main building had a full tile roof and a matching signal tower or passenger shelter west of the tracks.

Left: This photo from the Ohio Historical Society shows the new viaduct shortly after the grade separation and high-level platforms were completed. Note the wooden passenger cars. Evidently the interesting clocks were not replaced on the central tower after a fire destroyed most of the station's roof in November 1910.

CONSTRUCTION DETAILS

Not to scale



Right: All the depot walls are made of locally produced brick with carved sandstone trim, including four small gargoyles at the corners of the clock tower.



Above: After nearly a full century of service and several restorations, the depot remains in remarkable shape. Its mixture of brick, carved sandstone trim, and a limestone foundation will provide some interesting modeling challenges.

Right: The east side of the depot has lost the canopy that once covered its side entrance, but is otherwise unchanged.



North
elevation
detail



of World War I and veterans returning to victory parades. In the years before air travel, Ohio State University's football teams boarded trains here, heading for their away games with all the hoopla and cheering the Buckeye band and cheerleaders could muster.

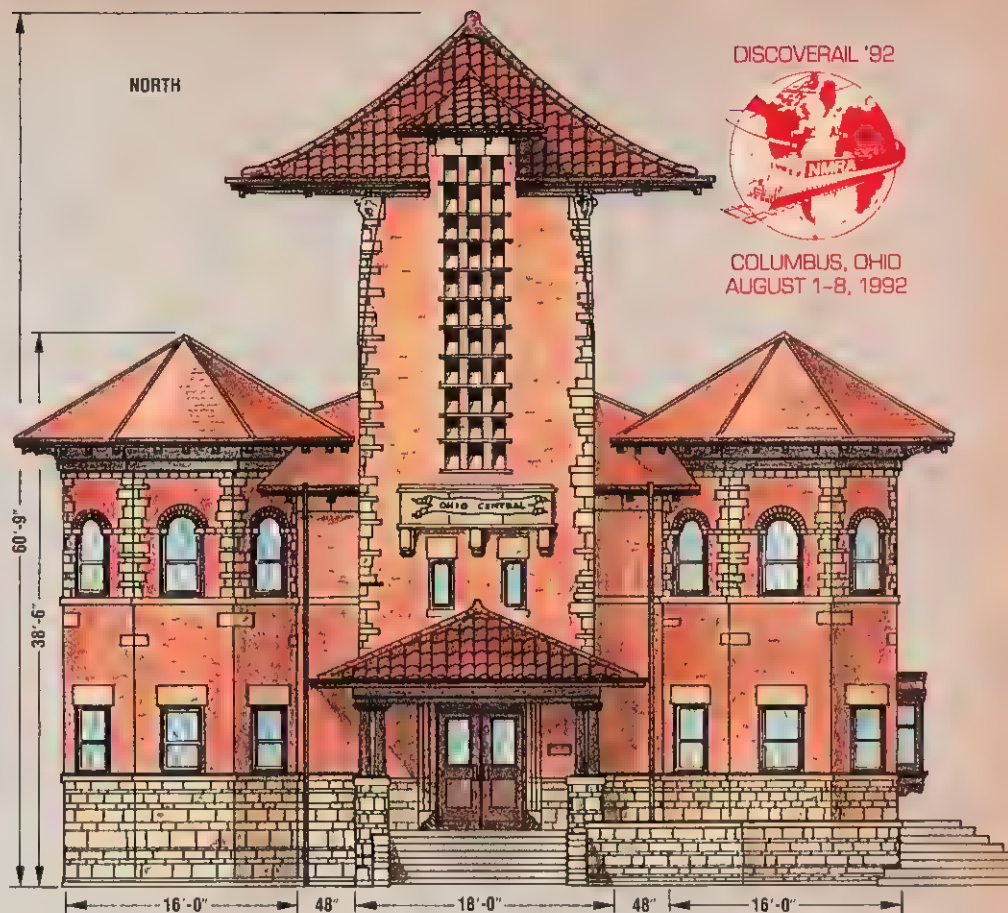
NEW USES AND RESTORATION

In the late 1920s, the NYC moved its passenger operations to Union Station on N. High St. About the time the Broad St. station became expendable, the Volunteers of America, a nonprofit social-service organization, was looking for a new home. The NYC rented the station to the VOA for \$1 the first year and then sold the building to the group in 1930.

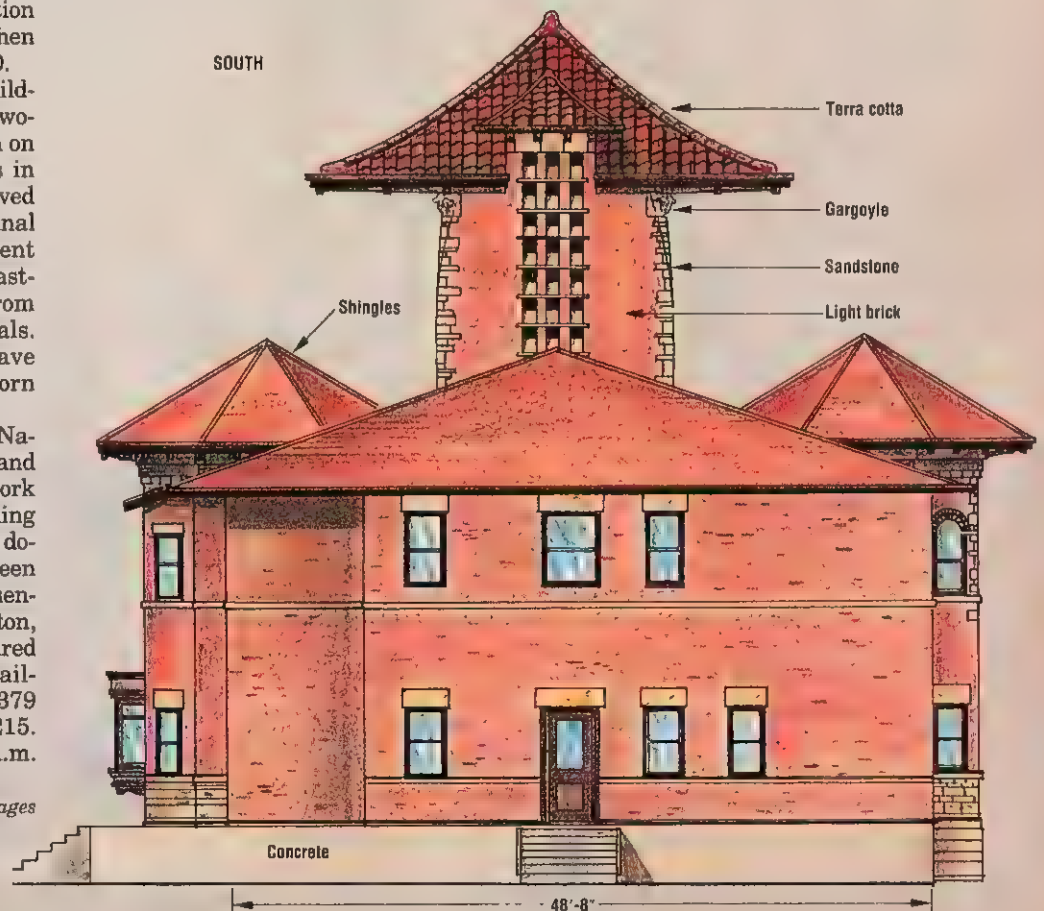
Floodwaters struck the historic building a second time in 1959, and a two-alarm blaze burned the roof off again on January 20, 1975. The wood arches in the barrel-vaulted grand lobby survived the fire and were restored. The original skylight was replaced with fluorescent lights, and new bas-relief plaster castings were made from molds taken from the remaining undamaged originals. Several damaged marble panels have been replaced, and new carvings adorn the train bulletin boards.

The station is now listed on the National Register of Historic Places, and restoration continues. Much of the work has been subsidized with funds coming from insurance, federal grants, and donations. Restoration is being overseen by the architectural firm of Neuen-schwander & Pheneger, of Worthington, Ohio, which prepared the plans featured here. Large prints (21" x 32") are available for \$20 per set from the VOA, 379 W. Broad St., Columbus, OH 43215. Visitors are welcome between 8 a.m. and 5 p.m. weekdays. ☼

More plans on following pages



Ratio 1:160 N scale



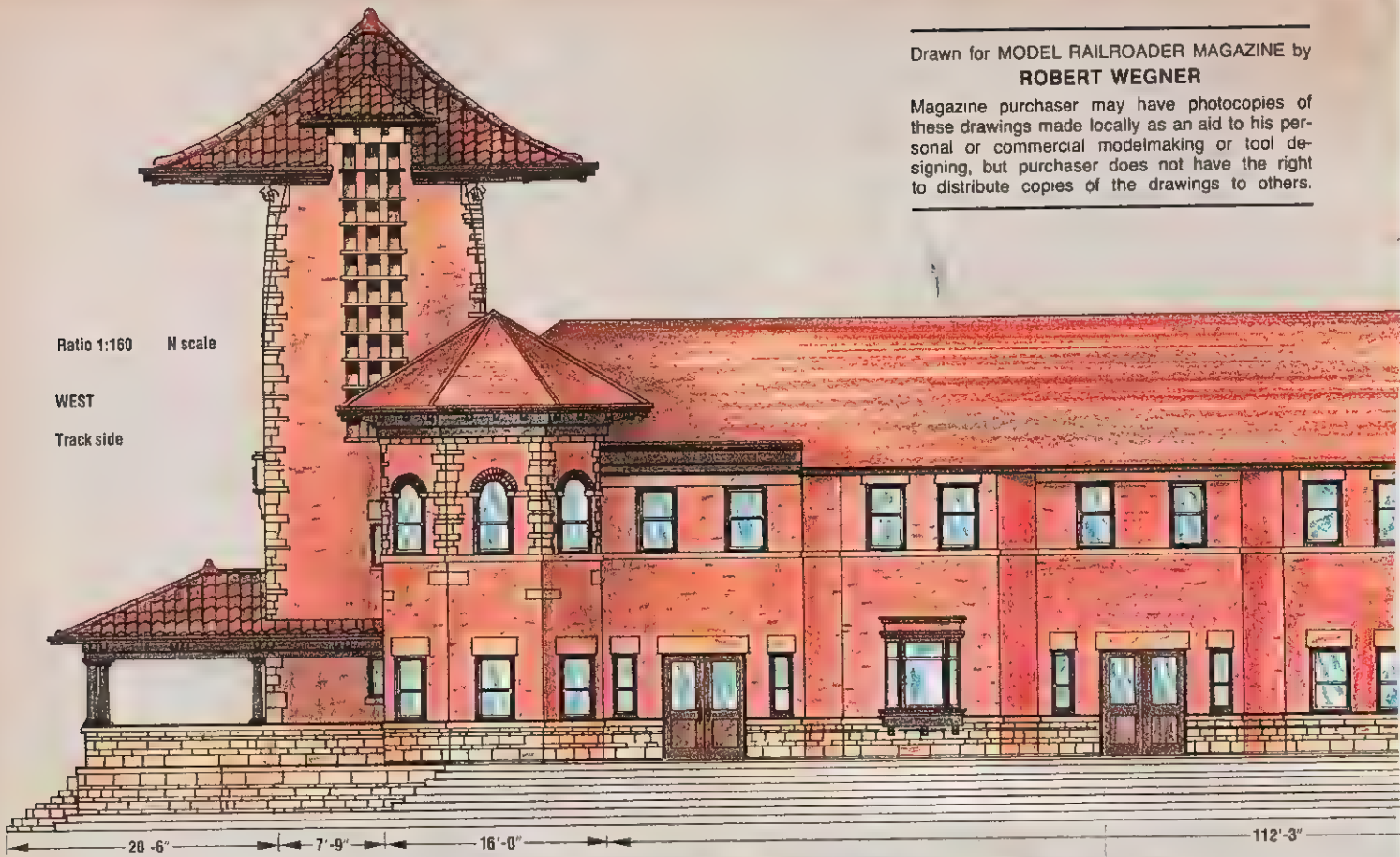
Drawn for MODEL RAILROADER MAGAZINE by
ROBERT WEGNER

Magazine purchaser may have photocopies of these drawings made locally as an aid to his personal or commercial modelmaking or tool designing, but purchaser does not have the right to distribute copies of the drawings to others.

Ratio 1:160 N scale

WEST

Track side



FLOOR PLAN
Ratio 1:320
Half N scale

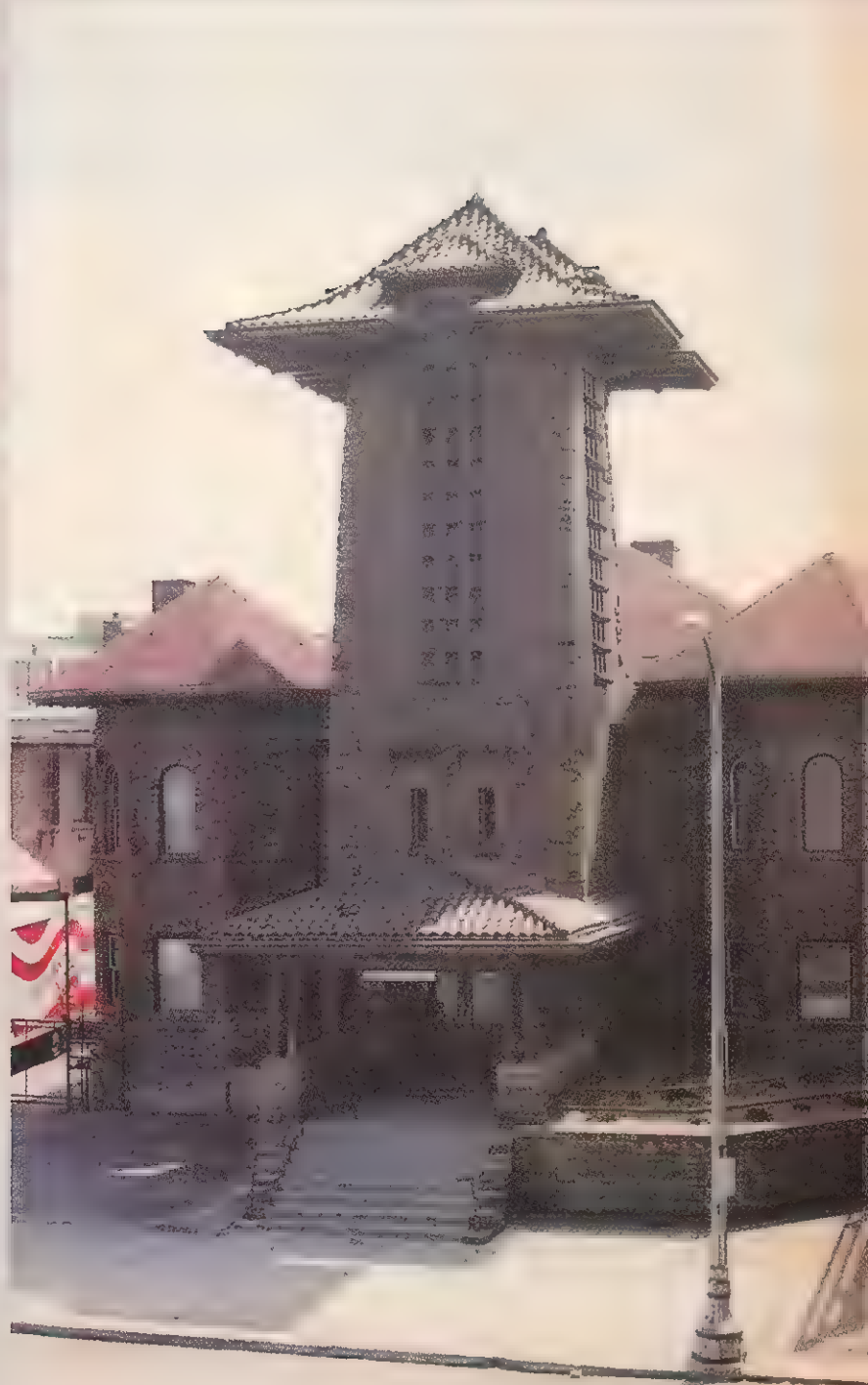
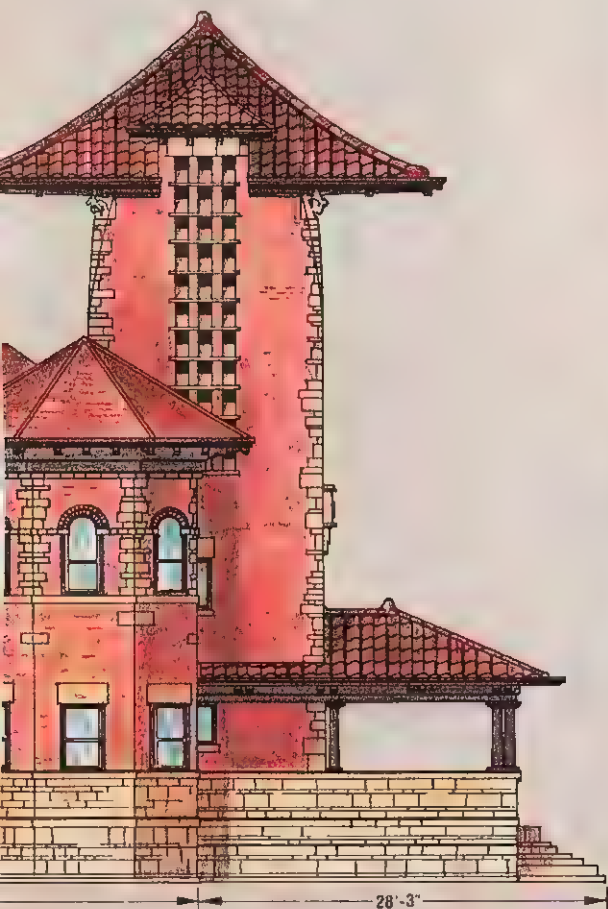
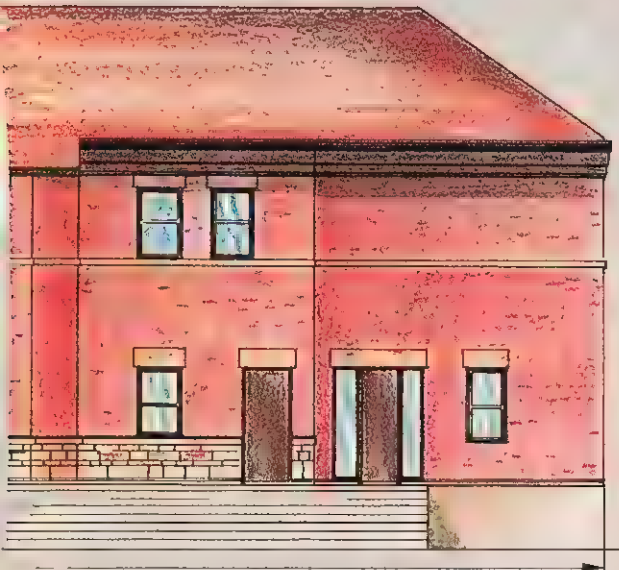


EAST





COLUMBUS, OHIO
AUGUST 18, 1992



In this 1977 photo, a new shingle roof covers the 1975 fire damage while the tower and front canopy still have their original tile roofing.



Jay S. Boggess

Signal 383 "drops" to red as Norfolk & Western no. 6204 rumbles past. This installment of our signaling series covers the circuits that control signal displays and protect opposing train movements.

Absolute-Permissive Block signals: 3

Signal logic and APB circuitry

BY JAY S. BOGGESS

THE Signal Logic Board or SLB is the next unit in the Absolute-Permissive Block signal system. Part 1 of this series in the November 1991 MODEL RAILROADER described the overall operation of the prototype APB system, and part 2 in the December 1991 MR covered the design and construction of the APB Detector circuit.

HD RELAY

The SLB provides the basic red-yellow-green signal protection for following movements, trains going in the same direction. Figure 1 presents a simplified version of the prototype signal circuit.

The key component is the HD relay, an example of a "polarized" relay. This closes one set of contacts when current flows through the coil in one direction and closes a different set of contacts when current flows in the opposite direction. The HD relay contacts are connected to their respective signals so that the signal will display:

Green if normally energized, indicating "proceed";

Yellow if reverse energized, indicating "approach";

Red if not energized at all, indicating "stop," or "stop and proceed at restricted speed" on a permissive signal.

The signal battery at signal 7 (not shown) supplies power to relay 5-HD, energizing it normally. If a train is in block 5, track relay 5-T drops out and

interrupts current through 5-HD. Signal 5 will then display red. In this situation the 5-HD contacts also *reverse the polarity* to 3-HD, setting signal 3 to yellow.

The same things may happen without a train in the block, if a line wire breaks, the signal battery dies, or whatever. This is another illustration of the omnipresence of fail-safe design in prototype signaling.

ELECTRONIC REALIZATION

Because the consequences of signal failure are much less severe in our models than on the prototype — HO scale passengers don't have lawyers! — we can dispense with some layers of redundancy in our model implementation. The SLB can work radically differently than the prototype HD relay and still accomplish the same result.

Let's first consider the SLB — our electronic realization of the HD relay and its associated wiring — as if it were simply a box with three inputs and four outputs. The inputs are RedIn, YellowIn, and AppIn, while the outputs are R, Y, G, and RedOut. Figure 2 shows how these inputs and outputs are connected.

Note the similarity to fig. 1. Track relay 3-T is replaced by Detector 3-T. If a train is in block 3-T, as in the first diagram of fig. 2, the Detector's output will be applied to two different SLBs. It's fed to AppIn of SLB5 to turn on the approach lighting of signal 5. If block 5-T isn't occupied, signal 5 displays green. The Detector output is also fed to RedIn of SLB3 to set signal 3 red for any train in block 1-T.

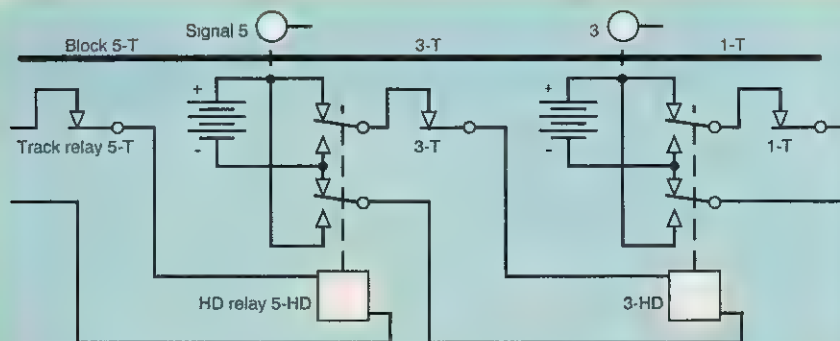


Fig. 1 HD RELAY CIRCUIT

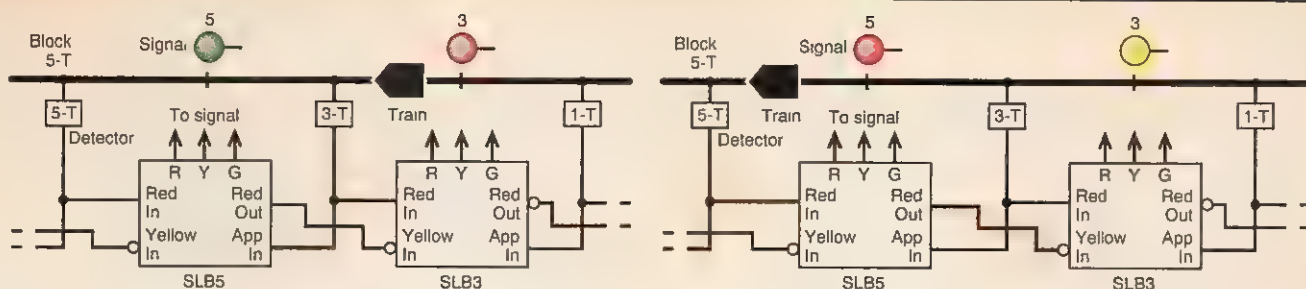


Fig. 2 SLB FUNCTION

The second diagram shows what happens after the train moves into block 5-T. Detector 5-T feeds to SLB5, driving it to display red on signal 5. The RedOut line is asserted whenever a signal is set red. The RedOut of SLB5 is fed to SLB3's YellowIn, driving it to display yellow on signal 3. That gives the two-block zone of protection behind the train from successive red, yellow, and green signals, as provided by the HD relay circuits. (Note that in the second diagram, signal 3 wouldn't actually be lit unless there was a train in block 1-T, causing Detector 1-T to feed the AppIn input of SLB3, and signal 5 wouldn't be lit until the train in 1-T entered 3-T.)

SLB DESIGN

To follow the explanation of my CMOS implementation of the Signal Logic Board, refer to the sidebar, "Basics of digital design," in part 2 of this series. The SLB went through a long and arduous development period. My original design used classic combinational logic and had six IC chips on a 4" x 4.5" printed-circuit board to control two signals. By using an interesting form of CMOS integrated circuit known as the "transmission gate," I was able to eliminate two chips and reduce the SLB to 3.5" x 3.5".

The transmission gate is the CMOS equivalent to the relay. Figure 3 is a diagram of a typical transmission gate. Each gate has a common pin, a "logic 1" pin, a "logic 0" pin, and a select pin. If the select pin is high (+12V), then the

1 pin is connected to the common. If it's low, then 0 is connected to the common. Transmission gates are bidirectional, meaning that current can flow in either direction through the gate. The current capacity is somewhat limited, but sufficient for our purposes.

The chip I used, the 4053, is essentially three transmission gates. Refer to fig. 4 to see how this is applied to the Signal Logic Board-Mark II. Gate TG1 controls the approach lighting of the signal. With the 10K Ω resistor taking the select pin (11) to ground, the common pin (14) is at ground as well, and thus all three signal outputs will be off regardless of the other TGs. A positive voltage to the approach-lighting pin (AppIn) will connect the positive supply to the common of TG1, providing 12V to the next TG in line, TG2. The 470 Ω resistor R6 limits the current output to the red, yellow, and green outputs to a value safe for LEDs.

Gate TG2 controls whether the signal is red or "something else." The NOR gates IC2A and IC2B take the RedIn high and low inputs, OR them together, and apply their output to the select pin of TG2. In plain English, if RedIn low is grounded ("low assertion") or RedIn high is at +12V ("high assertion"), NOR gate pin 3 goes to ground,

the output pin RedOut goes low, and TG2 switches to feed the +12V from the 470 Ω resistor to the red signal output, thus lighting the signal at stop. If, however, pin 3 is high, we proceed to the "something else" stage.

YELLOW OR GREEN?

Of course we have only two possibilities for "something else": the signal will be yellow or green. Another NOR gate arrangement, identical to the TG2 stage, handles the YellowIn high and low inputs. If either is asserted, then NOR gate pin 10 will go low and TG3 switches so that the feed from TG2 goes to the yellow signal output. If no yellow inputs are asserted, then pin 10 will be high and the TG2 feed will be connected to the green signal output. The 1M Ω resistor R7 and 1 μ F capacitor C1 provide a 1-second delay between the assertion of the input and the changing of the signal.

You may wonder why I provided both "high" and "low" inputs. Well, when I built my first SLB in 1982, I began with a concept by fellow club member Scott Given, and I wasn't sure how everything was going to work out. I wasn't sure how many inputs would be needed to drive a signal red or yellow, or whether they'd be low or high. So I made the SLB as flexible as possible and provided high

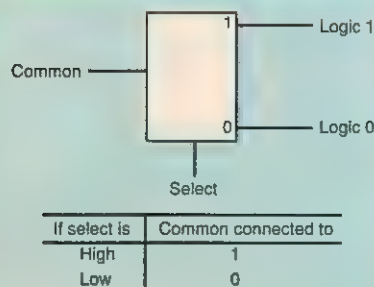
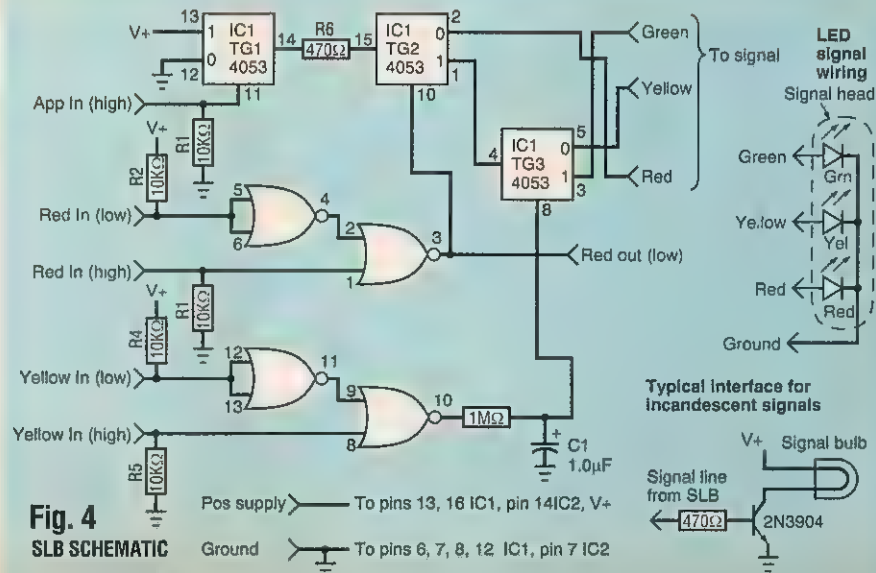
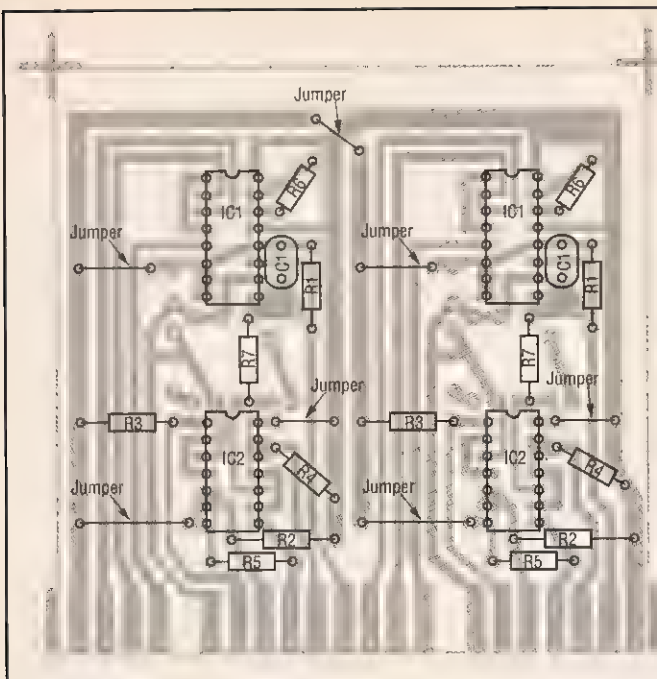


Fig. 3 TRANSMISSION GATE



**Fig. 4
SLB SCHEMATIC**



and low inputs. This way, if there are, say, three high lines to drive the signal to red, they all could be connected to the RedIn high input with 1N914 diodes.

Overall, the SLB circuit is a cost-effective way to model the priority-logic characteristics of the prototype HD relay. To review its operation:

- If neither of the red or yellow inputs is asserted, the signal is green.

- A yellow input gives a yellow signal.

- A red input gives a red signal.

- If the red and yellow inputs are asserted, the signal is red and the RedOut output is asserted, telling the next SLB to set its signal yellow, "approach," in advance of the red.

- Finally, the AppIn section provides a way to turn all three signal outputs on and off for approach lighting without affecting the RedOut output.

If you use LED signals, they can be connected directly to the SLB. For incandescent signals (such as the searchlight signals formerly made by N&G), we use a buffer board designated SD-1, with six 2N3904 transistors and six 470Ω resistors. The buffer circuit for one output is shown in fig. 4. I'm in the process of designing a buffer board to drive semaphores with switch-motor drives.

Figure 5 includes a parts list and a parts layout for the SLB. Notice that while the schematic shows only the circuit for one signal, this PCB actually contains two identical circuits. Follow the assembly procedures from part 2 in the December MR.

SLB TESTER

Figure 6 shows the SLB tester. There are four LEDs for each SLB circuit, along with two DPDT center-off switches and one SPST switch. With the YellowIn

SLB parts

This board includes two circuits and requires two of each listed part.

Symbol	Description	Digi-Key part no.
—	22AWG solid wire for jumpers	—
S01	16-pin IC socket	A9376
S02	14-pin IC socket	A9314
R1 through R5	10KΩ resistors* (brown-black-orange)	10KQ
R6	470Ω resistors (yellow-violet-brown)	470Q
R7	1MΩ resistors (brown-black-green)	1.0MQ
C1	1.0μF, 16WVDC (or greater) electrolytic capacitor	P6260
IC1	4053 CMOS triple 1-of-2 switch	CD4053
IC2	4001 CMOS quad NOR gate	CD4001

* All resistors 1/4W, 5 percent

Fig. 5 SIGNAL LOGIC BOARD

and RedIn switches centered and the AppIn switch off, the RedOut LED should light. When the AppIn switch is turned on, the green LED should light. Throwing the YellowIn switch to "High Assertion" or "Low Assertion," the yellow LED should light and the green should go out after a 2-second delay. When the RedIn switch is thrown, the red LED should light and the RedOut LED go dark, regardless of the position of the YellowIn switch.

APB OPERATION

The APB Board provides the opposing-movement protection of the Absolute-Permissive Block system, and like the SLB it's used at every signal location. The APB system has to determine the direction of every train in order to operate in its opposing-movement or following-movement modes. The prototype does this with a clever circuit using "directional stick relays."

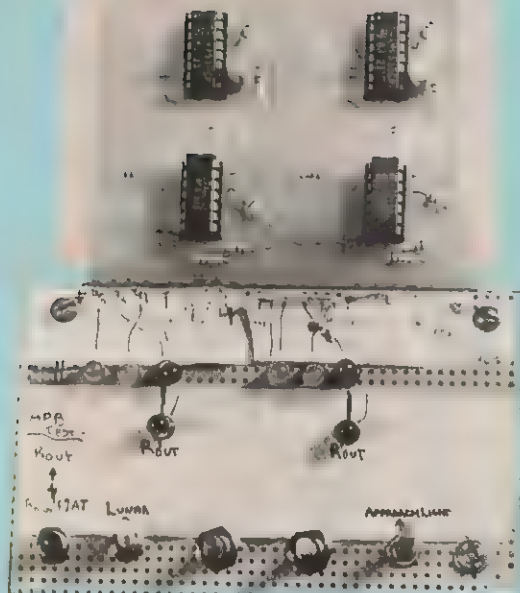
Each block between two signals is split into two separate track circuits, also called "half blocks." (See fig. 7, which was adapted from *Automatic Railway Signaling*.) Note the 3-HD relay

controlled by the 6-T and 3-T track circuits, and how the 3-HDP coil is controlled by the 3-HD relay. The 3-HDP is a special time-delay relay. Its contacts have a 2-second delay on pickup or dropout after the 3-HDP coil has been energized or de-energized.

Suppose a westbound train is approaching the boundary that's between half blocks 4-T and 3-T. Relays 3-HD and 3-HDP are picked up, and relay 3-S (the "stick relay") is dropped out because the 3-T, 3-HD, and 3-S contacts are open. As the train crosses the gaps and shunts the 3-T track circuit, relay 3-HD will drop out, and 3-HDP will drop out 2 seconds later.

Now look at the detail drawing of the contacts around stick relay 3-S. With the train entering 3-T, the 3-T contact is closed, and the 3-HDP feed to the 3-T contact is still closed (because of its delay), so the 3-S coil is energized. This closes the 3-S contact, "sticking" the 3-S coil on as long as the 3-HD or 3-HDP relays are dropped out, even after the delay expires on 3-HDP.

If an eastbound train approaches, the 3-HDP contact would be dropped out by



SLB Tester parts

1N914 diodes (same as used in detector board), 10
Green LEDs, 2
Yellow LEDs, 2
Red LEDs, 4
DPDT center-off toggle switches, 2
SPST or SPDT toggle switch, 1
470Ω, 1/4W, 5 percent resistors, 2
22-pin edgeboard connector, 1
perfboard
wire

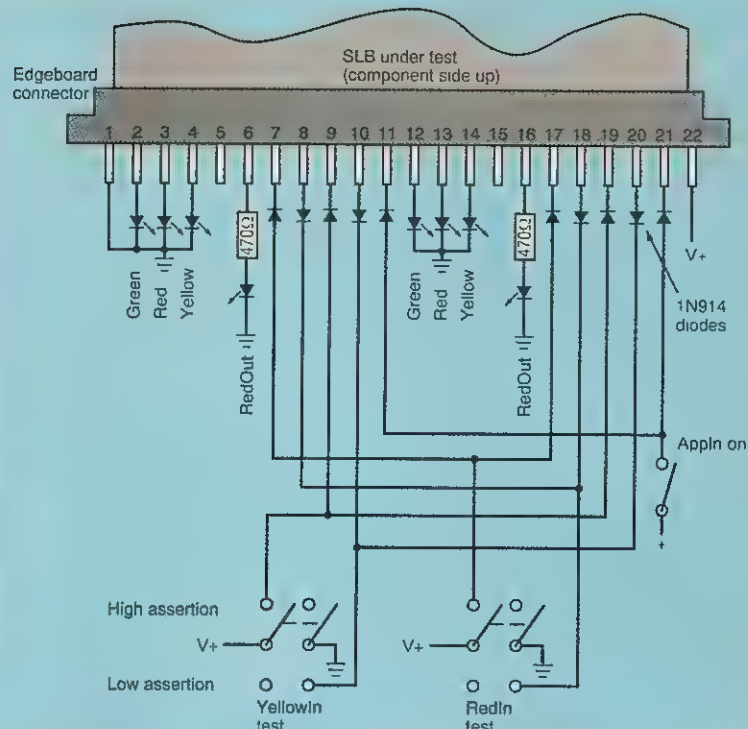


Fig. 6 SLB TESTER

the 6-T track relay long before the train reached the 3-T circuit, so 3-S would *not* pick up when the 3-T half block was occupied. Thus the 3-S relay is energized for westbound trains in block 6-T/3-T, but isn't energized for eastbound traffic. This is how the system tells which way the trains are going and determines whether opposing-or following-movement protection will be provided.

TUMBLE-DOWN

Now look at fig. 8, a modification of fig. 1 with the two-pole contacts controlled by the HD relay split between the HDP contact and the S contact. The stick relay coils for each block as described above are not shown. When an eastbound train enters half block 5-T, the feed to 5-HD is broken. Notice the 5-HDP and 5-S contacts in the 3-HD circuit. When the 5-HD contact opens, signal 5 goes red and the 5-HDP relay drops out after a 2-second delay. Because 5-S picks up only for westbound trains, there is no longer a feed to the 3-HD relay, dropping it out. What happened at signal 5 will now occur at signal 3,

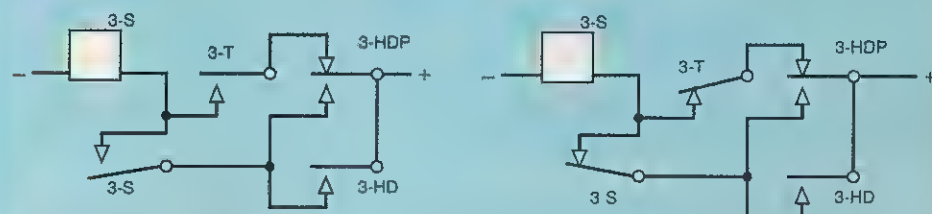
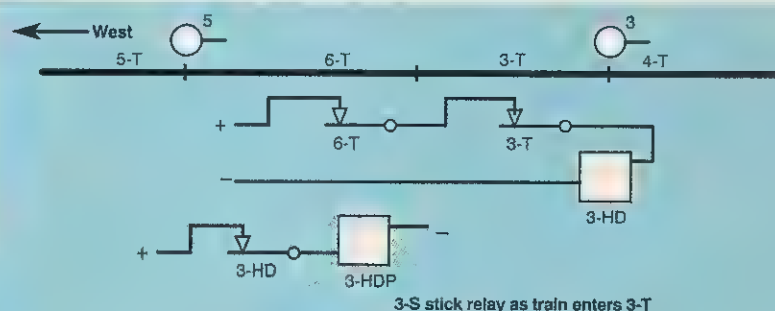


Fig. 7 DIRECTIONAL STICK RELAY

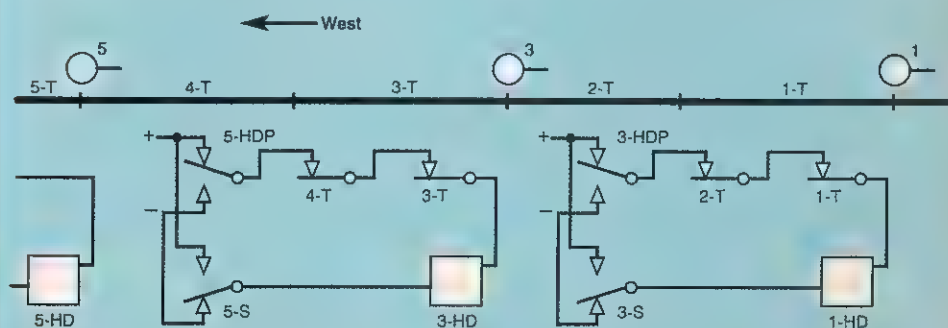


Fig. 8 TUMBLE-DOWN



Remember that figs. 7 and 8 show only the circuits for signals facing westbound trains. In fact, these circuits are duplicated for eastbound signals, giving the APB system the capability to protect

APB BOARD

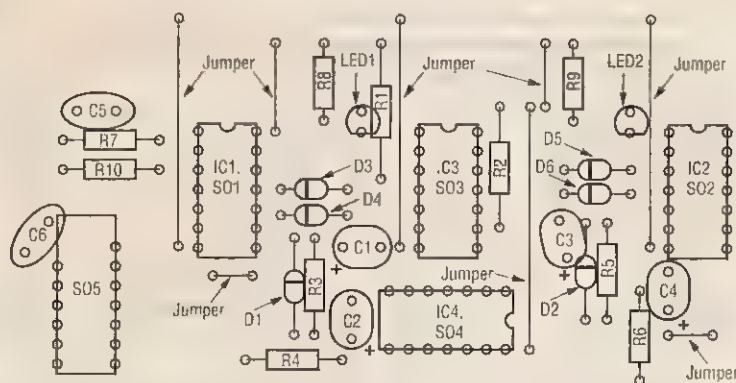
Instead of the stick relay we'll use a 4013 D-type flip-flop, but control it according to the two possible paths of the

The RC network fed from inverter C also has a 2-second delay on dropout, but diode D1 makes it pick up instantaneously. This network feeds NAND gate IC1D, which is analogous to the 3-S/3-HD contact string of the prototype. The output of both NAND gates feeds into an M2L-logic OR gate, which then feeds into the D input of the 4013 flip-flop. Thus, NAND C will assert the D-type flip-flop when a westbound train picks up 3-T before 3-HDP drops out, and NAND D "sticks" the flip-flop as long as 3-T or 6-T is occupied. LED1 is normally lit, but will go out when the flip-flop is asserted, corresponding to the prototype situation of energizing the 3-S relay coil.

MODELING TUMBLE-DOWN

Also on the APB Board (and usually quickly forgotten) is the clock for the D-type flip-flops. The clock consists of two NAND gates used as inverters, two resistors, and a capacitor. It oscillates at about 75 Hertz.

APB board component layout intermediate location



APB parts

Symbol	Description	Digi-Key part no.
	22AWG solid wire for jumpers (use insulated wire where jumpers cross)	
S01-4	14-pin IC socket	A9314
S05	16-pin wire-wrap socket	LB116
R1-R2	10K Ω resistors* (brown-black-orange)	10KQ
R3-R7	1M Ω resistors (brown-black-green)	10MQ
R8-R9	470 Ω resistors (yellow-violet-brown)	470Q
R10	100K Ω resistor (brown-black-yellow)	100KQ
C1-C4	4.7 μ F, 16WVDC (or greater) electrolytic capacitor	P6247
C5-C6	0.1 μ F, disk capacitor	P4525
IC2	4001 CMOS quad NOR gate	CD4001
C5-C6	4001 CMOS quad NOR gate	CD4001
D1-D6	1N914 (1N4148) signal diodes	1N4148
LED1 2	Red light-emitting diodes	P300
IC1	4013 CMOS D-type flip-flop IC	CD4013BCN
C2-IC3	4011 CMOS quad NAND gate ICs	CD4011BCN
IC4	4069 low-power hex inverter IC (JDR Micro-Electronics CD4069)	

* All resistors 1/4W, 5 percent

APB jumper connections

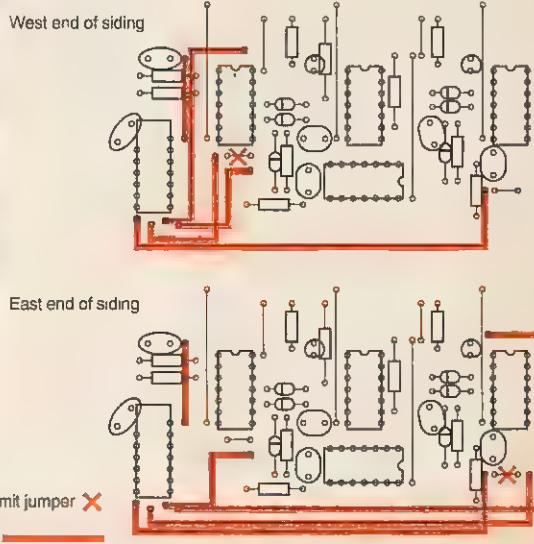


Fig. 10 APB BOARD

APB ASSEMBLY

Figure 10 includes the parts layout for the APB Board, the parts list, and diagrams for the connector and jumpers.

The APB Board uses a 16-pin wire-wrap socket, with 3 pins removed, to connect it to the Mother Board. In the pinout diagram in fig. 10, only 8 of the 12 pins are used for an intermediate signal location, controlling signals on single track between passing sidings. The other pins are reserved for signals at passing sidings and are used to pass information to the Double Approach/Overlap Board (coming next month).

The jumper diagram shows how to tailor the jumper wire connections to suit various situations. The main parts layout shows jumpers for a typical intermediate signal location, but follow the jumper diagram to build APB Boards for other locations.

APB TESTER

Figure 11 shows the APB Tester — I built mine as part of my SLB Tester. The APB Tester has two LEDs, one DPDT center-off switch, and a DIP header to plug into the APB socket. When the switch is thrown to the Red-Out position, simulating a tumble-down situation, the TumbleOut LED will go out after a 2-second delay. When the switch is thrown to the Red-Out and 1T position, simulating a stick condition, the Stick LEDs on the APB Board will go out and the TumbleOut LED will stay on.

We're into the home stretch now. In the February MODEL RAILROADER we'll complete the basic circuit elements of the APB system with the Double-Approach/Overlap and Mother Boards, and in March we'll see how to install APB signaling on your layout. ☺

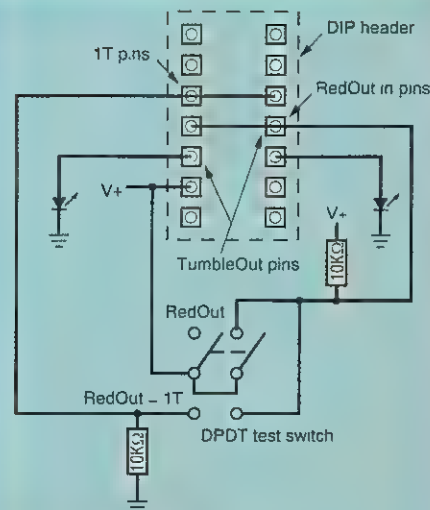


Fig. 11 APB TESTER

Real steam motive

This beautiful garden railroad features radio





power in the garden

controlled live steam locomotives

BY GROVER DEVINE

PHOTOS BY GEORGE HALL

WHEN I decided to create a garden railroad 6 years ago, I approached the project from a model railroading background. I drew a scale plan of the space available and proceeded to cram in as much track as possible: sidings, engine facilities, alternate routes, all the things that most model railroads have. However, after some reading about other garden railways and giving the matter some thought, I realized that maintaining a lot of turnouts and track in the great outdoors could become a time-consuming chore and potentially dampen my ardor for the project. So I began to scale back my plan.

About this time, I was introduced to live steam. I quickly learned that live steam enthusiasts are fundamentally different from other model railroaders in their approach to the hobby.

A model railroader who operates an electric powered engine, be it in HO or G, has little interest in just making the engine go by giving the knob on the power pack a twist. That's why these modelers have lots of rolling stock, operate by timetable, or do plenty of switching. In short, they operate miniature railroads.

A live steam enthusiast is different because he is not only a hobbyist but also an engineer and fireman. His prime interest is in making the steam engine go, and it takes much more than a twist of a knob to make the steamer operate. The live steam engineer doesn't really need a train to pull or complex trackage to negotiate. All he needs is a simple loop of reliable track, a few storage tracks, a place to steam up his engine, and some pleasant surroundings. So that's basically the garden railway I have built.

An extensively modified 0-4-0 live steamer built in Great Britain by Merlin Locomotive Works pulls a freight across the author's scratchbuilt redwood trestle in the foreground. In the background an unmodified little Merlin steamer heads a British passenger train.



Lady Diana is a little tank-type live steamer built by Merlin. It's radio-controlled as are the other live steamers. The passenger coaches are offered by Tenmile Products, another British firm. The village buildings, with the exception of the Pola water tank, were scratchbuilt by the author.



Another view of the village with the Americanized Merlin engine easing in for a water stop. In this view you can see the cab interior, which includes a steam pressure gauge and an R/C servo.

INFORMATION ON SMALL SCALE LIVE STEAM

This list of magazines and suppliers of small live steam locomotives and accessories is intended to help those interested in trying this facet of the hobby.

Magazines

Garden Railways

P. O. Box 61461
Denver, CO 80206
303-733-4779
Bimonthly, \$21/year

Live Steam

P. O. Box 629
Traverse City, MI 49685
616-946-3712
Monthly, \$29/year

Modeltec

P. O. Box 286
Cadillac, MI 49601
616-775-6296
Monthly, \$30/year

Outdoor Railroader

1574 Kerryglen St.
Westlake Village, CA 91361
Bimonthly, \$25/year

Steam in the Garden

P. O. Box 335
Newark Valley, NY 13811
Bimonthly, \$12/year

Videotape

An Introduction to Small Scale Live Steam By Marc Horovitz; \$49.95

Sidestreet Bannerworks
P. O. Box 61461
Denver, CO 80206
303-733-4779

No. 1 scale and G_n3 live steam engine and equipment suppliers

Aster Hobby USA Inc.

P. O. Box 90643
Pasadena, CA 91109-0643

Diamond Enterprises

P. O. 537
Alexandria Bay, NY 13607
613-475-1771

Garden Railway Ltd.

4210 Bridge St.
Cambria, CA 93428
805-927-1194

Railroad Supply Corp.

115 South Victory Rd.
Burbank, CA 91502
818-845-1727

West Lawn Locomotive Works

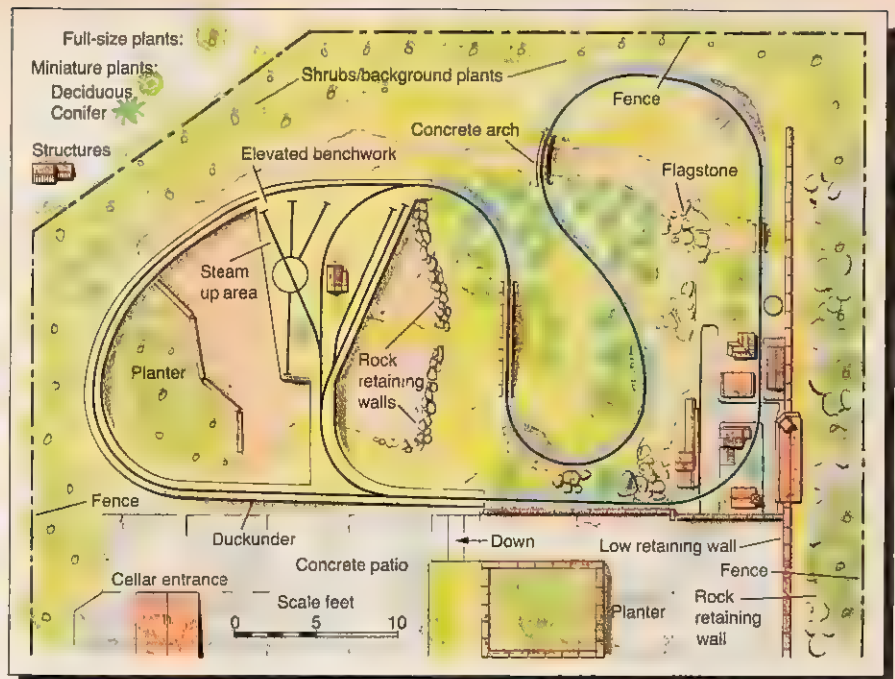
P. O. Box 570
Madison, WI 53701
608-231-2521

OVERVIEW

The model railroad I have is quite large — 30 x 50 feet — and it's nearly complete. Very little of it consists of man-made objects. Along this garden railroad Mother Nature supplies the hills, valleys, roadbed, ground cover, rocks, and trees. Only minor adjustments have been made to the natural terrain. Nature also provides the ever-changing backdrop of sky and lighting. Man-made objects include 200 feet of track, a handful of buildings, and some 4-foot-high wooden benchwork that supports about one-third of the track since my site is on two levels.

CONSTRUCTION HIGHLIGHTS

My trackwork consists of aluminum rail, which I hand-spiked to homemade redwood ties. I spiked the track in place on the site rather than at a workbench. I think the resulting track is very realistic and worth the effort. However, this process is very time-consuming and back-breaking.



The entire garden railroad and its builder can be seen in this wide-angle shot taken on a sunny California day. About one-third of the 30 x 50-foot railroad is built on benchwork, much like an indoor layout.





Not all the author's locomotives are steam powered. This Kalamazoo 4-4-0 was rebuilt to look like South Pacific Coast no. 15. It was a major job involving lengthening the boiler and adding a new cab and pilot. The 4-4-0 is powered by rechargeable onboard batteries with R/C control.

— MEET GROVER DEVINE —



Grover Devine describes garden railroading as "a therapeutic, relaxing hobby that continually refreshes both the mind and spirit. It's an outlet for my creative instincts, it doesn't place heavy demands on me, and, above all, it's fun!"

Prior to discovering garden railroading 6 years ago he'd been active in model railroading indoors in smaller scales on and off for about 30 years.

Grover has always been interested in model building having got started at age 8 scratchbuilding balsa airplanes. Now he enjoys scratchbuilding half-inch scale rolling stock and structures for his garden railroad.

He partakes of the social side of the hobby with fellow members of both the Bay Area Garden Railway Society and the Golden Gate Live Steamers.

A retired firefighter, Grover and his wife Lynda have three children and one grandson, who his grandpa reports, is fascinated with trains.

All my turnouts are handmade. I cut the parts as I would if building an HO turnout, but assembled them with nuts and bolts and an adhesive called J. B. Weld instead of soldering.

Except for the water tank, the structures were scratchbuilt from pine and Masonite. Then I painted them with marine grade undercoat and enamel to provide a finish that will be tough enough to withstand the elements.

I have also indulged a life-long interest in scratchbuilding rolling stock. Although to this point I've built only a modest number of cars for my garden railroad, it's has been a new and exciting experience. I have enough projects planned to last for years.

Besides having fun with my new and larger scale railroad, I've acquired an interest in gardening that I never had before. Many a pleasant day has been spent putting around on my garden railroad without ever running a train. In addition, this is the first hobby my wife and I have enjoyed together. It's this kind of family involvement that attracts me and others to garden railroading.

YOU DRIVE

Now, how about a tour of the line? I'll let you drive! We'll pick up our engine at the turntable. We can't just start running because first we have to steam up the engine. To begin, unscrew the safety valve and fill the boiler, top off the oiler with steam oil, and fill the fuel tank with butane. Next, light the

fire. Now we'll have to wait 5 minutes or so for the steam pressure to rise.

While we're waiting, we can look over the locomotive you're about to drive. It was made in Wales by the Merlin Locomotive Works and is about 5 years old. Originally, it was an 0-4-0 tank engine, but our shops removed the tanks, changed the cab, built a four-wheel tender, and added details. It's equipped with a radio-control unit for throttle and direction, so you won't have to run alongside to keep things under control. We'll give the radio-control unit a quick check while we're waiting to make sure everything is right.

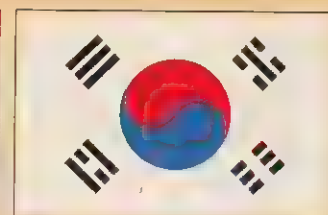
The steam pressure gauge is now reading about 40 psi, so our engine is ready to go. Crack the throttle and ease the engine out on the turntable. Not too fast here; we don't want to run off the other side! We'll have to push the turntable by hand because the owners were too cheap to buy a powered one. Now let's head out to the main line, but slow down for the switch up ahead to give me time to throw it.

Ease open the throttle, and we'll be off down a long section of straight track headed for the village. The turn entering the village is sharp and on a slight grade, so you'll have to open the throttle to maintain your momentum. We won't stop at the station, but will proceed down another straightaway. This section has a slight downgrade, so ease up on the throttle a little. We now enter a series of turns. Mind your business — a little more throttle for the turns and a little less for the straightaways to keep a nice slow, even pace.

We'd better stop for a second so I can adjust the burner. There, now we can get going again. We're crossing the wooden trestle and going into a left turn. Be careful here because the track was damaged a couple of years ago by vandals and derailments are frequent. This section is scheduled for replacement soon with new rail. Oops! We're on the ground! Shut the throttle and get out the leather gloves so we can rerail the locomotive. The boiler gets very hot, which is why gloves are a must.

We're on the road again, heading back on the raised benchwork to our original starting point. Did you notice the scenery, or the buildings, or the cat sleeping under the bush, or even the fact that you weren't pulling a train? Probably not, because you were concentrating on operating a real steam locomotive.

You've got the hang of it now and there's about 20 minutes of steam left, so I'll turn you loose to have fun. ♡



Left: Mr. Nam-Dal Cho, center, and one of his lieutenants, look on intently as Tom Marsh studies a pilot model for a brass locomotive.

Below: It was a rainy August morning when Fred Hamilton, MR's ad sales director, and the author visited Overland Models in Muncie, Ind. Left is Fred and right is Tom Marsh, president of Overland. The green locomotive cab is the real thing, compliments of General Electric.

Birth of a brass locomotive

MR visits Overland Models in Indiana and Ajin Precision in Korea

BY JIM KELLY

PHOTOS BY THE AUTHOR

TERRIFIC! That favorite locomotive you've wanted for years is announced in a brass importer's ad. The next day you stop in at the hobby shop and put down 50 bucks to reserve one. Then you wait, not very patiently. A year later you're holding your breath and cautiously lifting the cover off the box. There it is in all its golden glory! This story is about the events that made that special moment possible.

We'll look at one importer, Overland Models Inc. in Muncie, Ind., and one builder, Ajin Precision, halfway around the world in Seoul, Korea. These two firms have been teaming up since 1979 and together have placed 1,500 different models on the market.

OVERLAND MODELS

Typical of nearly every brass import firm, there's one man behind Overland



Here's the crew at Overland Models. Left to right are Lisa Bennett, Jan Marsh (Tom's wife), Tom, Ron Crawford, Bruce Mahoney, and Brian Marsh. Brian is Tom's son and author of the book *Overland Models: The First Ten Years*. Tom's right-hand man, Arnt Gerritsen, works out of his home in Chicago. Besides brass models, Overland offers an extensive line of parts and decals.



Left: Bruce Mahoney is Overland's repairman. Tom Marsh likes it just fine if Bruce is not kept busy. He wants him to be like the Maytag repairman of TV commercial fame. **Above:** Here are your author, left, and Tom Marsh in "Green Heaven," known otherwise as Overland's storage shelves. Only about a quarter of the inventory can be seen here. Fred Hamilton took the photo.

Models. Tom Marsh is a youngish 50 years old and generally casual in dress and manner. He's a very competent and forthright businessman, but laughs easily and seems to thoroughly enjoy his work — a good thing, as there's an awful lot of it.

Kids don't grow up planning to be brass importers. As is the case with anyone who does something a bit unusual, circumstances in Tom's life conspired to make him what he is today. First came a strong business background, courtesy of the Marsh grocery chain, headquartered in Muncie and with stores all over Indiana and Ohio. Tom's uncle founded this company, and Tom worked in it for 29 years.

Tom's father and uncle worked closely, and their success enabled Tom's father

to frequently indulge his passion for world travel. Traveling with his father, Tom had already visited the Orient several times before he was 20, so it didn't hold the mystery for him that it might for someone else going into the import business.

And Tom absolutely loves trains, both prototype and model. He started with Lionel when very young and later went to HO. In fact, he and Anton Wenzel started Overland Models in 1977 because both were frustrated at not being able to get the models they wanted. They felt the importers weren't meeting the demand.

Full of big plans, they started writing letters to manufacturers and quickly came in for a rude awakening. It was hard to get a response. As Tom has

learned since, builders constantly get letters from would-be clients and they've all been burned by naive Americans who didn't know what they were getting into or didn't stick with the business past those first few models. Tom says it took several years to get anyone to pay attention to them.

Because Tom was a die-hard Union Pacific fan and Tony was hardcore Great Northern, they started with cabooses for those two roads. After two years of marginal success, including an aborted move to Colorado by Tom, the partners split and Tony went off on his own to form Oriental Limited.

Tom left behind laying out the floor plans for supermarkets and made Overland Models his full-time job. Today his company is the largest U.S. brass importer, bringing in 40,000 pieces a year. Most models are made in runs of only several hundred, so the variety of different items is staggering. There may be ten or more variations on a single diesel locomotive, reflecting the detail differences between railroads or prototype production runs.

Overland sells models all over the world, with major customers in Europe, Japan, and Australia. A tremendous number of models are sold to Canadians, who historically have starved for true models of Canadian prototypes.

DECIDING WHAT TO MAKE

This is a risky business, and the importer's fortunes rise or fall depending on the models he chooses to have made and the quantities he orders. Tom listens to individual modelers, but in the end says he must trust his own instincts. What the individual mostly



Looks like this teacher has seized upon the train concept as a way to keep her students "in line" while visiting the National Railroad Museum. Only a few years old, the museum is excellent.

knows is what he wants for his own railroad. Overland also attends 15 to 20 shows a year, traveling all over the country, and the input from those is a help in determining what will sell.

Over the years Tom has learned that one of the best defenses against sales disasters is quality. If he brings in an accurate model that runs well, it'll go out the door sooner or later, even if he's guessed wrong on the model's appeal. On the other hand, a bad model of an unpopular prototype is a dead duck.

Tom says that for Overland's first 8 years quality control was a tremendous difficulty, and it can still be a problem. He tips his hat to Samhongsu, which he says has probably the best quality control among the Korean manufacturers.

Tom has a passion for accuracy and detail, and over the past half-dozen years Overland has been a leader in taking the accuracy of imported models to levels never dreamed of before. He has a vast collection of books, magazines, and reference materials and is constantly adding to it. When Tom is at shows and sees prototype photos for sale, he often buys them and adds them to the files. Sometimes these are photos of prototypes he's already produced, but reruns keep coming around, and improvements can always be made.

Regarding the trend toward more detail that came in the 1980s, Tom says that it was at least partially due to the industry-wide shift from Japanese to Korean manufacturers. With their long manufacturing tradition, the Japanese had developed conventions about what to include and what to leave off. With no tradition to draw on, the Koreans just put on everything they could see in the photos. (Sometimes this might even be a stack or hatch that actually belonged to a piece of equipment parked on an adjacent track.)

THE LATEST STUFF

Tom counts as one of his proudest achievements Overland's models of to-



Most of the brass models Overland imports are made at Ajin Precision's attractive factory in Seoul, Korea. Your author visited in April of last year. The facility was spartan and clean.

day's high-tech locomotives and cars. These have become something of an Overland specialty, and he's been able to bring them on the market within 2 or 3 months of their introduction on the prototype. Traditionally the gap between prototype and model has been more like 6 or 7 years. Such promptness has its rewards. Overland made six runs of the GP50 before Athearn's plastic model finally appeared!

The secret to such punctuality is measuring and photographing the equipment himself, rather than waiting for information to be published. Tom's chief aid in these endeavors is his draftsman, Arnt Gerritsen. Tom showed me five packages of photos and several pages of measurements that he and Arnt had just completed on the GP60B. Arnt will work these up into a set of drawings to send to the builder.

INSIDE OVERLAND

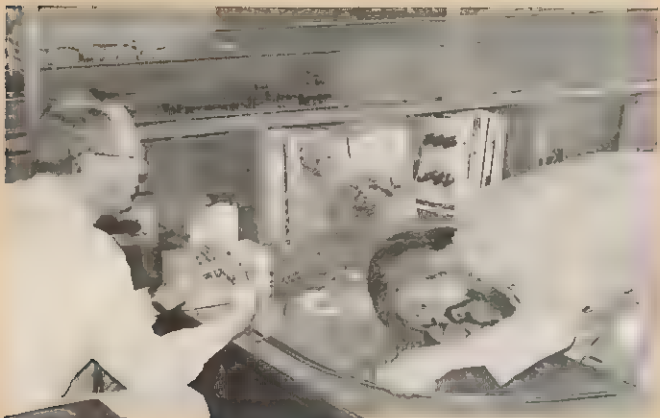
As our photo shows, Overland is headquartered in an attractive, modern building. That green locomotive cab poking out from the front wall is probably a clue to most passersby that

something a bit unusual goes on inside. The cab came from Erie, Pa., where Tom spotted it while walking through the General Electric plant. When he was told they were going to scrap it, he offered to buy it. Instead, they gave it to him. Suddenly he had a big problem — how to get it to Muncie. (The solution was a truck.)

Overland's offices are nicely laid out and well lighted and furnished. If you like railroad art, you'd love the paintings Tom has on his office walls.

Besides offices, shipping, and storage, there's a large room where models received are inspected. Also in this room is the repair facility and, much to my surprise, a large Sn3 layout that was built by S scale manufacturers, Jon Stetz chief among them, and featured in the August 1990 MR. This was exhibited at major shows across the country before Tom bought it. (Incidentally, Overland has become increasingly interested in Sn3 and recently introduced two plastic Sn3 car kits made for them by Grandt Line.)

The brass business isn't what it was in the 1970s, but no dust is settling on



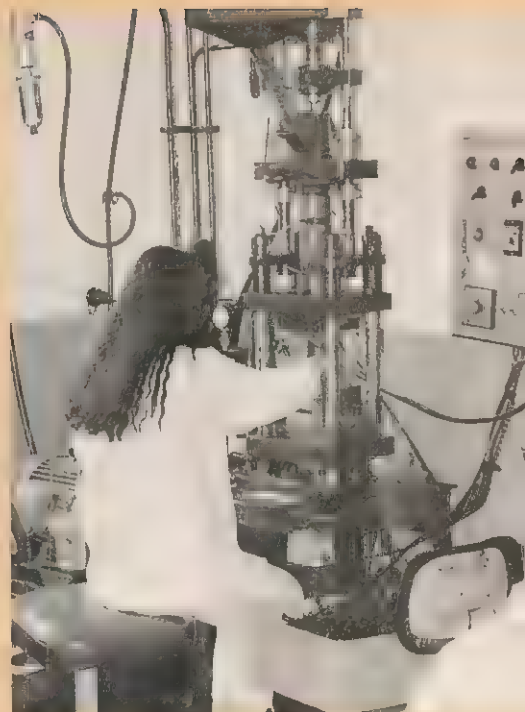
Tom Marsh, left, and Mr. Cho of Ajin check out some pilot models for HO New York Central electric locomotives, coming in three versions.



Drawings must be prepared for every part that will go into a model. Craftsmen work from that artwork to make the pilot models by hand.



Above: Hand presses are used to shape parts from sheet brass. Below the worker's hand are brass stampings he has made. A run through a second press will cut out the window openings. **Right:** Plastic parts are made in this injection-molding machine. Because of the need to insulate parts electrically, there are more plastic parts in a brass locomotive than one might realize.



the green boxes on Overland's shelves. And even though the prices keep going higher, Tom sees a very good future in the brass importing business, with lots of projects yet to do. He says, "Plastics can't produce everything. We can build 200 to 300 of something and walk away."

Today's customers have adopted more of a wait-and-see attitude. They're paying a lot, and they want their money's worth. And in the search for more projects the manufacturers will have to pay more attention to minority interests and special interest groups.

VISITING AJIN

Once the importer and builder have opened negotiations on price and quantity, the pack of drawings goes off to the builder. In Overland's case that means

that more than 90 percent of the time it's addressed to Ajin Precision in Seoul.

Ajin was founded in 1976 by Mr. Nam-Dal Cho, who had worked 6 years for Samhongsu. With 200 employees Ajin is far and away the second largest brass model manufacturer in the world. (Samhongsu is the largest, as I described in the October 1991 MR.) Mr. Cho travels considerably and comes to the United States once or twice a year, so you may meet him someday at a convention. Several others in the company also come over occasionally.

I asked Mr. Cho what the word "Ajin" meant and came away totally befuddled. He said it was a Chinese character that could have various meanings, among them "I made it myself," or "runs to the top," or "stays at the top."

"Fine and dandy," I thought to myself, "I had to ask."

Besides the factory in Seoul, Ajin has three factories in the countryside. The firm brings in workers from the country, trains them for 3 to 5 years, and then returns them to the outlying communities. This can work out well for the workers because they continue to receive Seoul wages though they're living in less expensive areas.

Ajin builds its American models exclusively for Overland, but does produce models for Micro Metakit in Germany and Allmo in Switzerland.

Arnt Gerritsen's side, end, and top views are really just the starting place for planning the model. Next, the model makers have to decide what their approach will be, and then drawings must be made for every part that will be fabricated.

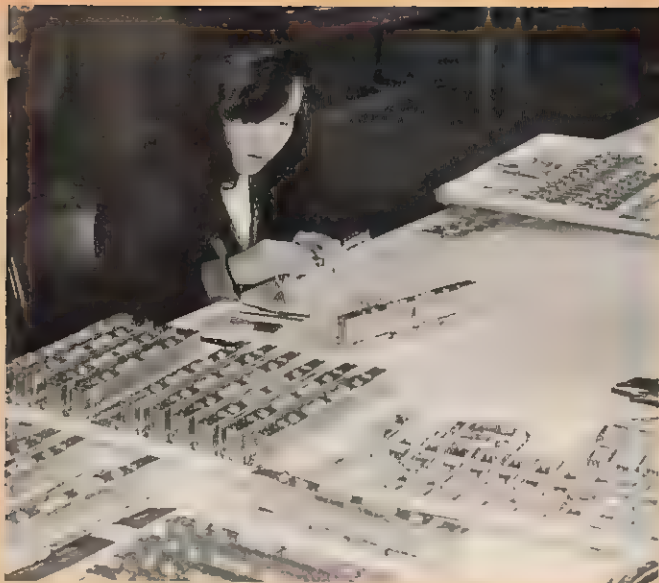
Next comes a handmade pilot model that the importer goes over scale inch by scale inch. When I went with Tom Marsh to the Orient last spring, he left several days ahead of me just so he would have more time to inspect the 13 pilot models that were waiting for him.

When an inspection begins Mr. Cho invites in the person who headed that particular project. He brings with him the models (usually there are several variations) and all the drawings and photos Overland provided.

In most cases Tom would find only two or three glitches, things that a typical modeler would never notice: a door guide that's a little too wide, no stops to prevent reefer hatches from banging against the roof, that kind of thing. After a visual check the models are test-run.



The Korean National RR has been operating these 3,000-hp freight diesels since 1971.



This young lady is making final adjustments on a giant HO scale DD35B. Although Overland has offered these engines before, Tom pointed out these will be the first to have correct running boards with rolled-over edges, a detail that simply hadn't been noticed earlier.



A painter sprays the cylinders for a steam locomotive. Meanwhile a sheet of water running down the walls of the booth carries away the overspray. More customers are wanting their models factory-painted.

PRODUCTION

Once Tom gives the go-ahead Ajin can start production. Getting the parts made and brought to the assemblers on schedule is a terrific challenge in logistics.

As is typical throughout the industry, Ajin subcontracts some of the work, including lost-wax casting and photoetching. Ajin has several cars and drivers who spend the day ferrying people, plans, and parts back and forth to subcontractors and other businesses.

One of the last people to handle the models is also one of the most important. He's the guy who packs them into the green boxes, and Tom says he tries to treat him real nice. One good bounce

in a UPS truck can convert a model to junk if it's not packed properly.

BACK TO AMERICA

The day a model is shipped is very important for both Ajin and Overland. Mr. Cho gets his money, and Mr. Marsh knows he has a product on its way. Payment is via an irrevocable letter of credit. The money is waiting in the bank, and the builder gets it when he presents evidence he has shipped. Then, whether the models are good, bad, or indifferent, they're bought. As Tom points out, the builder could ship a box of rocks and still get paid, so the importer and builder must develop a strong relationship based on mutual respect and trust.

Before the models arrive, Overland has begun advertising and selling them. Ads must be prepared for magazines and flyers mailed to dealers. Then comes the job of inspecting the arriving models and delivering them to the customers.

Tom spends most of the day on the phone. When he gets home in the evening the workday is far from over. That's when he does most of his planning and research for the models to be built in the future. If he doesn't do that, it'll be bad for Mr. Cho, who won't have the orders. It'll be bad for Tom, who won't have any green boxes on the shelves. And it'll be bad for thousands of model railroaders, who look forward to owning those golden treasures from the Orient. ☐



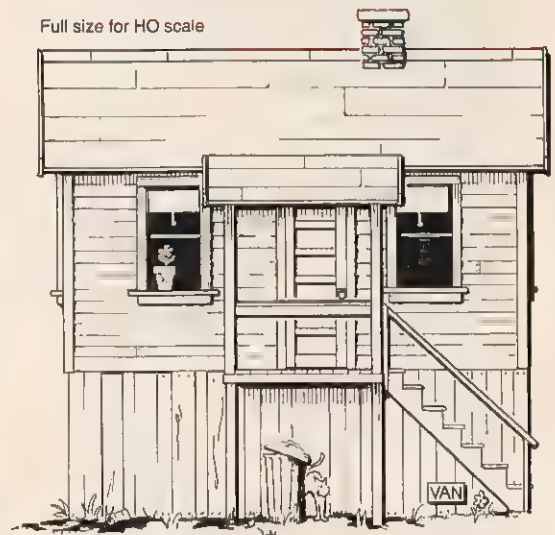
Above: East meets West in Seoul's Etaewon District, where you can buy practically anything at bargain prices. Would you believe a Rolex watch for \$18? We didn't think so. **Right:** Street vendors roll their carts into position for a busy afternoon on Etaewon St.





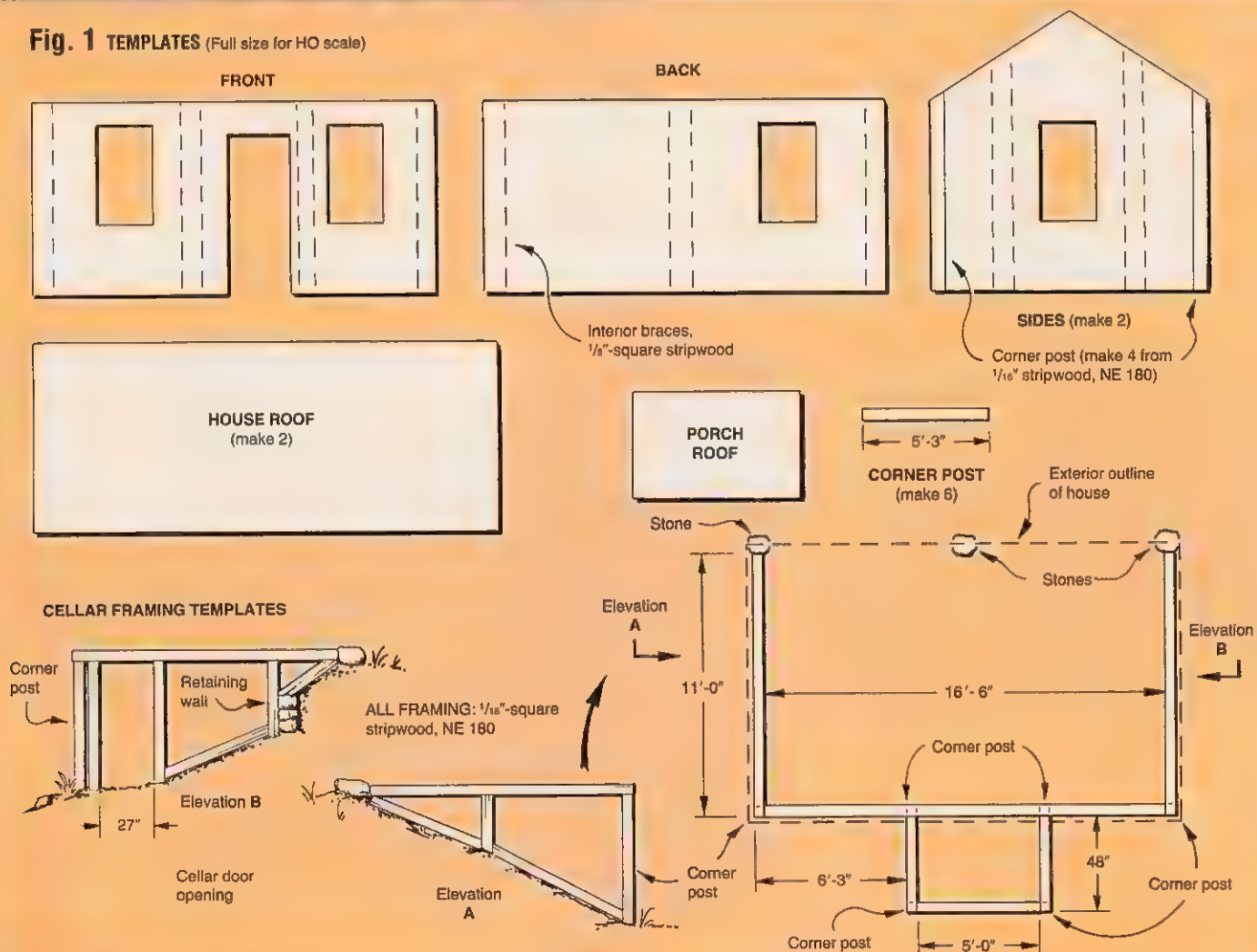
*Especially
for beginners*

Full size for HO scale



This humble abode sits on the highest hill on our "Especially for beginners" HO scale layout. This series began in the January 1991 issue. Photo by A. L. Schmidt.

Fig. 1 TEMPLATES (Full size for HO scale)



The house on the hill

A perfect project for that first scratchbuilt wood structure



BY SAM SWANSON

PHOTOS BY THE AUTHOR

THIS HO scale house on the hill combines features of several working-class homes from the 1930s and will be a nice addition to the Cripple Creek Central layout. It's also a good choice for your first attempt at scratchbuilding with wood. Let's get right to it.

PREPARING THE WALLS

After collecting the materials and reading through the article once, cut out the wall templates in fig. 1 and trace them onto your sheet of clapboard siding. (Make a copy if you don't want to cut up your magazine.)

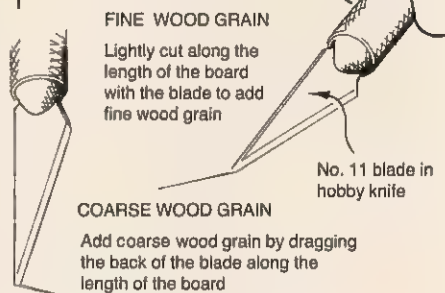
Cut the door and window openings halfway through. (Read the sidebar, "Working with wood," if you're unfamiliar with basic cutting techniques.) This will make the lines easier to find and finish cutting after you've painted.

Distress the walls, as shown in fig. 2, then stain them with a solution of 3 drops of India ink dissolved in 1 ounce of rubbing alcohol. A no. 4 flat brush works well and will cover three boards in one pass. Stain all the stripwood with this same ink solution.

Allow the walls to dry for about an hour, and then lightly sand individual boards with 320-grit sandpaper. Seal the walls with a thin coat of Testor's Dullcote. The sanding removes any wood fuzz that may result from the distressing, and the Dullcote seals the wood to minimize the amount of paint it absorbs.

Fig. 2 DISTRESSING CLAPBOARD SIDING

ADDING WOOD GRAIN



DEFINING INDIVIDUAL BOARDS

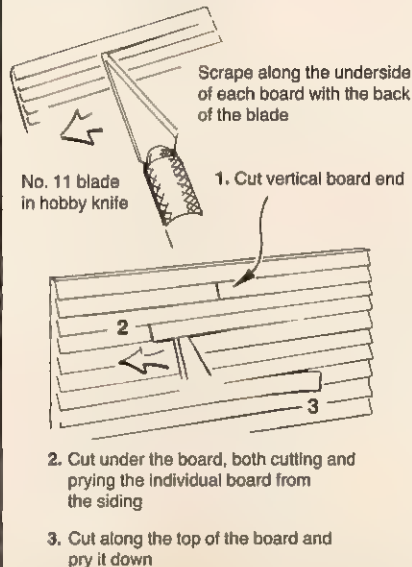
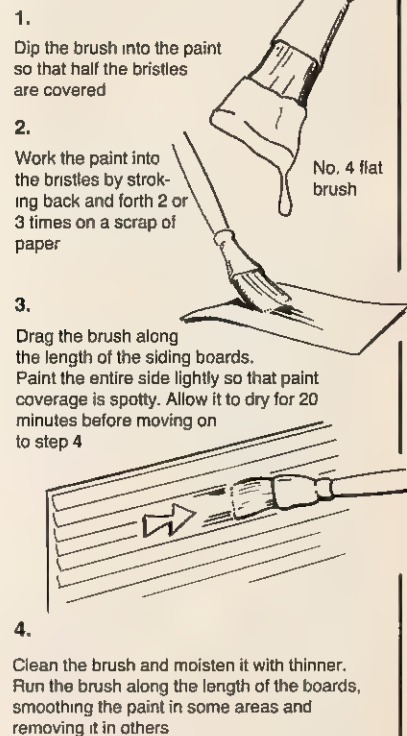


Fig. 3

PAINTING PEELING PAINT



Repeat steps 3 and 4 until you've reached the desired peeling effect. Individual boards can be finished by using the narrow side of a no. 4 brush. Two warnings on using thinner. Too much thinner will cause the paint to become glossy, and the enamel cures in about a day. Therefore, you need to do your painting and peeling in one sitting

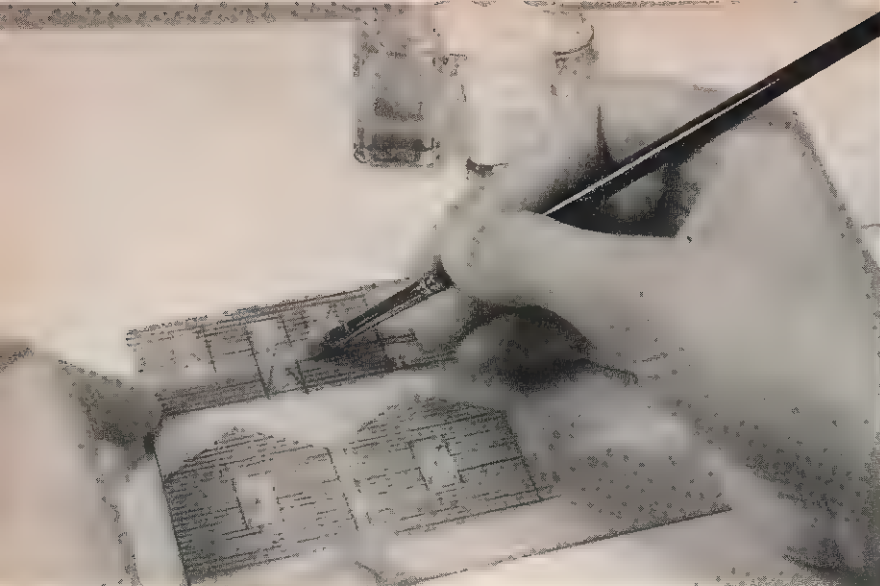


FIG. 4. DETAILING THE WALLS

Above left: The walls were stained with dilute India ink and allowed to dry; then they were lightly painted with Testor's FS Flat White enamel to

represent faded and peeling paint. **Below right:** Openings were cut, and the door and windows were test-fit before the walls were cut out.

Above: The walls were braced from behind with 1/8"-square stripwood.

WORKING WITH WOOD

CUTTING WOOD

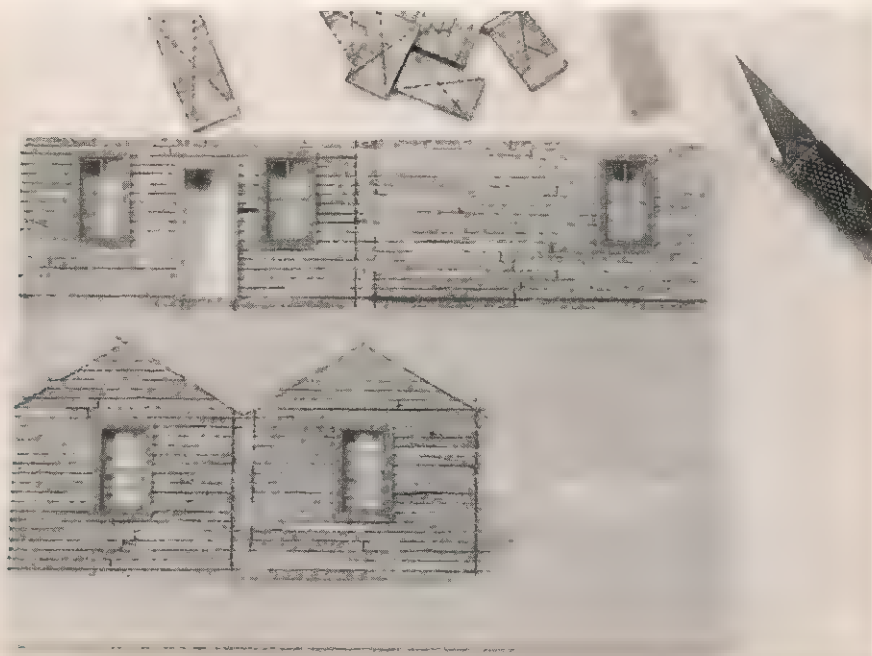
- Use a no. 11 blade in a hobby knife or single-edge razor blade.
- Change blades often. Clean, precise cuts are easiest to make with new blades.
- Use a metal straightedge to guide the blade during long cuts. Also use it to cover the part you're cutting so an errant cut won't ruin the part's surface.
- Use a series of shallow strokes, rather than trying to cut through the wood in one sweep.

SANDING WOOD

- Use wet-or-dry sandpaper for fine grits of 240 or more. Wetting the wood often makes precision sanding easier.
- Sand along the wood grain where possible; always sand in the same direction rather than in circles.
- Keep the sandpaper flat by using a block of wood to back the paper, an emery board as bought, or a finer-grit sandpaper glued onto an emery board.

GLUING WOOD

- Use glue sparingly when joining two wood objects, but always coat both surfaces before pressing them together.
- When using any form of white glue, hold the glued joint firmly with your hands for 2 minutes. During this time, inspect the joint and overall alignment. Pick any glue that's oozed from the joint with the point of a no. 11 blade after the glue has started to set (when it has the consistency of putty).
- Where possible, weight the glued joint for at least 2 hours. If the pieces are badly warped, weight them overnight.



Paint the walls with the same no. 4 brush. The technique used to represent peeling paint is shown in fig. 3. I used Testor's FS Flat White enamel, but you can use other readily available flat enamel colors from Pactra or Humbrol.

After the paint has dried, cut out the window and door openings (see fig. 4). Test-fit the window and door castings before cutting out the walls.

DETAILING AND ASSEMBLING WALLS

Prepare the plastic castings for painting by filing away any flash or sprue bumps and washing them in warm, soapy water. Paint the castings to match the walls, using flat enamel and thinner, and brushing with the wood grain. The light gray color of the Grandt Line parts aids in painting them to match the sides,

so if you use other window and door castings, first paint them gray. Allow the painted castings to dry overnight.

After cutting the walls free, glue interior braces to the back of each and place them under several heavy books for at least 2 hours. (I use Elmer's Carpenter's Wood Glue for Darker Wood for wood-to-wood and wood-to-plastic joints, Elmer's Glue-All for window glazing, and Plastruct Plastic Weld Cement for plastic-to-plastic joints.)

Detail the walls by gluing in the windows and door frame, glazing and shading the windows, and cementing the corner posts onto the right and left sides.

I painted the doorknob and key plate with Testor's FS Flat Black, washed them with Polly S Rust, then cemented the door slightly ajar. A final light

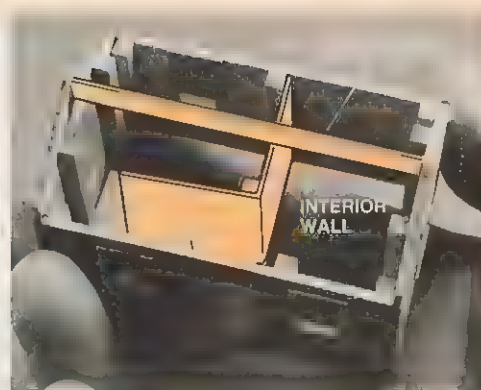
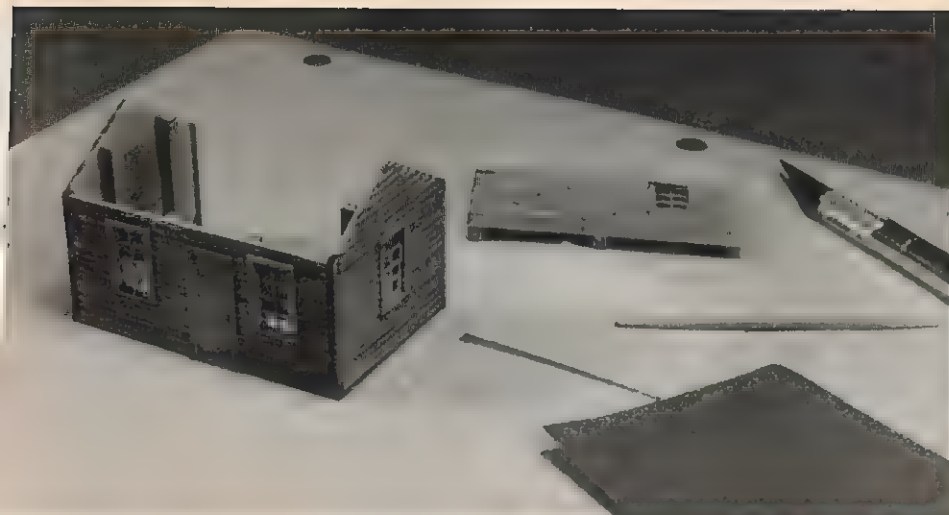


FIG. 5. ASSEMBLING THE WALLS

Left: Our author used graph paper to make sure the building came out square. **Above:** The roof brace and interior wall completed the assembly.

application of the ink solution, particularly on the underside of wall and window boards, ties the components of each wall together visually and helps the distressing stand out.

Using a piece of graph paper, test-fit the walls as shown in fig. 5. Lightly sand the edges and tack them together with tiny beads of white glue until they fit squarely with no large gaps. Before gluing the walls together permanently, check their vertical squareness with a drafting triangle.

Allow the assembled walls to dry for two hours, then add the roof brace and interior wall. I installed the wall so it's impossible to look all the way through the building. Stain the interior wall with ink solution.

THE ROOF

Trace the roof templates (fig. 1) onto the .040" sheetwood and cut out the three roof panels. Use the ink solution to stain the edges, the underside of the porch roof, and those underside portions of the main panels that will overhang the sides. Place the panels under a weight for an hour while drying.

Figure 6 shows how I made tar-paper roofing by painting a 4"-square piece of typing paper on both sides with Polly S

Grimy Black. Once the paper has dried, cut it into scale 24"-wide strips. Starting at the bottom of each house roof panel, spread glue along the back of each strip and press it onto the roof panel. Overlap the strips by a small amount — $\frac{1}{32}$ " is fine.

Glue the tar-papered house roof panels in place and add a ridge filler. I cut mine from the .040" sheet stock. Finish the house roof by folding a strip of tar paper in half lengthwise and gluing it over the peak.

Detail the roof by adding the chimney, repair patches, and dust and soot streaks. Then hollow out the chimney with a no. 11 blade and paint it with Floquil Primer. Before cementing it to the roof with two-part epoxy, carve out the portion of the roof peak for the chimney hole. After painting the bricks (I used shades of gray mixed from white and black flat enamel) and gluing the chimney in place, paint its inside flat black. Simulate the sealing tar around the chimney and roof patches with gloss black enamel, and the soot and dust streaks with black and gray chalk, respectively.

Finish the house by adding the roof fascia boards, which should be painted to match the siding and cut from the template in fig. 1.

THE BASE AND CELLAR

For the base, use a $3\frac{1}{2}$ " square of plywood that's at least $\frac{3}{8}$ " thick. Build the hill the house fits against with whatever material you like — I used four layers of $\frac{3}{16}$ "-thick foam core board (see fig. 7). After cutting the foam core to shape, I covered it with a $\frac{1}{8}$ "-thick layer of Durham's Water Putty, which I also used to sculpt the three flat stones the back of the house rests on.

Construct the top of the cellar frame, then add the two outer corner posts and fasten the frame temporarily to the bottom of the house with masking tape. Carve out depressions at the top of the hill for the three support stones, and adjust the stones and frame so the house rests level. Glue the stones and frame to the base with dark wood glue. Remove the house once the stones and framework have dried.

Build the rest of the cellar framework directly on the base. Paint the stones and add the retaining wall using $\frac{1}{16}$ "-square stripwood.

Construct a posterboard dam around the base, as shown in fig. 7, then sprinkle on soil and use an eyedropper to bond it with a mixture of 1 part water, 1 part white glue, and a few drops of liquid dishwashing detergent. Just wet

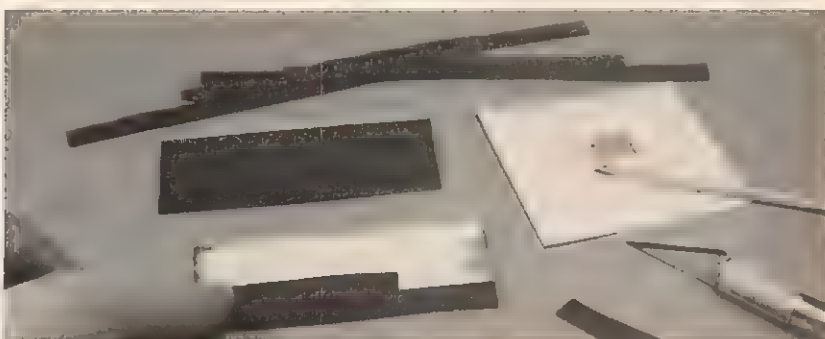


FIG. 6. ADDING THE ROOF

Left: Tar-paper roofing was represented with strips of black-painted typing paper. **Above:** Repairs give the roof a worn but well-maintained look. Drybrushing brings out details.



FIG. 7. ADDING THE CELLAR

Above: Our author butted his house up against a hill made from foam core board.

Right: He temporarily taped on the house to level the floor frame. **Below left:** The timber frame was completed, then a cardboard dam held dirt in place while it was bonded with dilute white glue. **Below right:** As the final step, he applied the vertical boards individually.

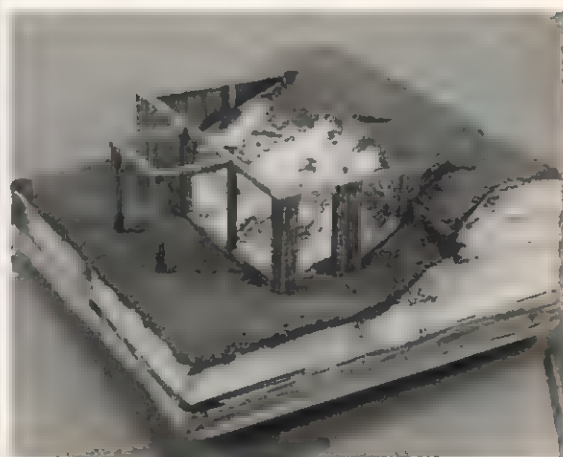
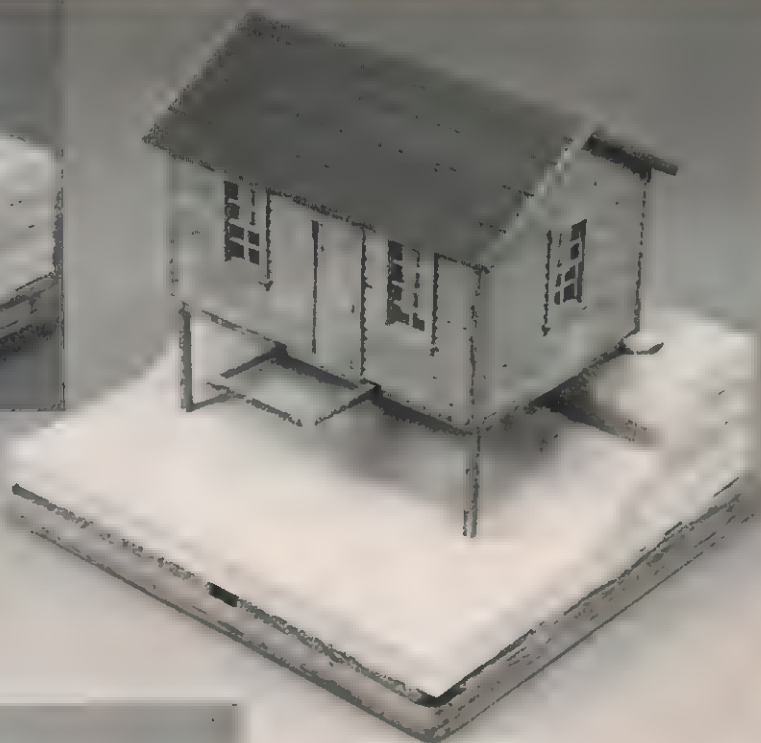
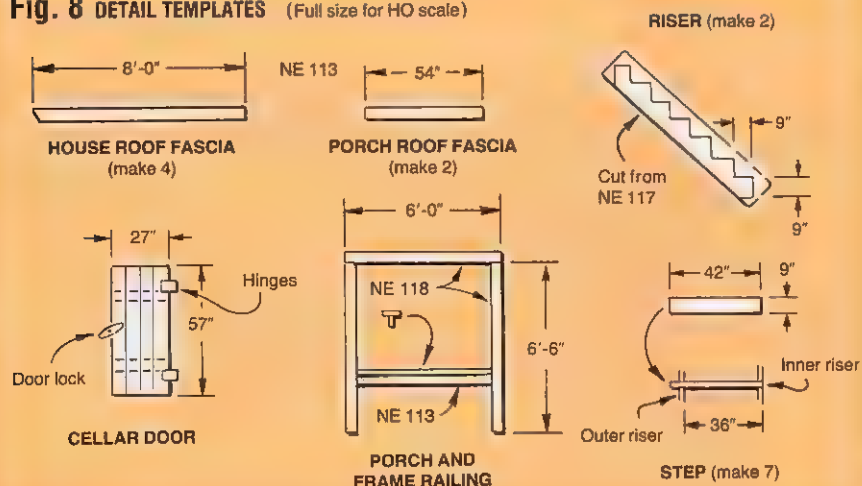


Fig. 8 DETAIL TEMPLATES (Full size for HO scale)



the soil — don't allow the solution to pool on the base.

Cut the cellar boards in various widths from the .020" x $\frac{5}{32}$ " stripwood, and glue them in place. Add the cellar door, along with its hinges and door stop, as shown in fig. 8.

Distress the cellar boards and door and add nail holes along the tops and bottoms, poking them in with a pin. As a way to simulate water damage caused by the cellar boards being in direct contact with the ground, touch the bottom of selected boards with a brushful of the ink solution. The stain will be drawn up into each board and realistically darken its lower half.

FINISHING THE MODEL

Glue the house atop the cellar frame and stones. Cut some more stripwood to

Products used

Alexander Scale Models
2705 chimney

Evergreen Scale Models
9007 .015" clear styrene

Floquil
110009 Primer

Grandt Line
5021 five-panel door
5030 27" x 48" double-hung windows
5095 plastic hinge assortment

Northeastern stripwood
111 .020" x .040" (1)
113 .020" x 1/16" (1)
115 .020" x 3/32" (1)
117 .020" x 5/32" (3)
157 .040" x 2" (1)
180 1/16"-square (2)
231 1/8"-square (1)
378 1/16"-square clapboard siding (1)

Polly S
410013 Grimy Black
410073 Rust

Testor
1260 Dullcote
1749 FS Flat Black enamel
1768 FS Flat White enamel

Miscellaneous
Durham's Water Putty
Elmer's Carpenter's Wood Glue for Darker Wood
Elmer's Glue-All
foam core board, 3/16" thick
graph paper
India ink
liquid dishwashing detergent
Plastruc Plastic Weld Cement
plywood, 3/8" thick
rubbing alcohol
two-part epoxy
typing paper

various widths, and add the porch floor. Then put on the remaining porch details. Build the frame from the template in fig. 7, and glue it in place at the same time you install the porch roof. Let the frame and roof dry for a couple hours and then tar-paper the porch roof.

Next, add the roof fascia and install the porch railing and stairs. An easy way to cut the stair risers is to cut out the template and tack-glue it on the stripwood. Cut the notches in the risers, then remove the paper template.

Build the stairs in place by first gluing on the inner and outer risers, adding the individual treads from top to bottom, and finishing with the railing. This sequence lets you make the stairs as rickety or as well-maintained as you want.

And now you've done it; you've constructed a model home. ☺



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Engine house is 5"x10 1/2". Car shed is 2 1/4"x9 1/2". Office at rear is 2 1/4"x3".

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#1264	(1982)	Nibco Express, Mint, Original Box	\$245
#1652	(1986)	B&O Freight Set, Mint, Sealed Box	\$269
#1664	(1976)	Illinois Central Freight Special, Mint, Sealed Box....	\$425
#1764	(1977)	Heartland Express, Mint, Sealed Box	\$345
#1665	(1976)	NYC Empire Ltd., Like New, Original Box	\$575
#1971	(1977)	Quaker Ltd., Mint, Sealed Box	\$425
#1867	(1978)	Milwaukee Ltd., Mint, Sealed Box	\$369
#1053	(1980)	James Gang, Mint, Original Box	\$249
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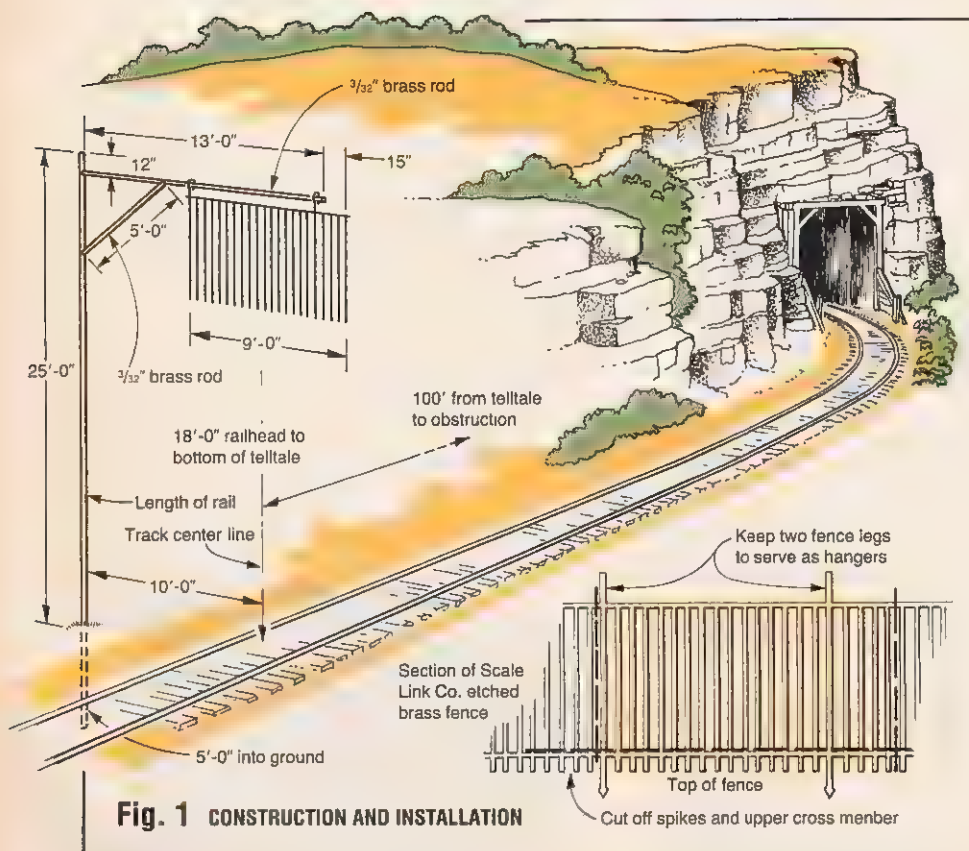
With telltales in place, HO scale brakemen on the Boston & Maine West Hoosic Div. don't have to fear being unwillingly removed from atop a train.

A tale of telltales

Using fence material to build realistic telltales

BY LOU SASSI

PHOTOS BY THE AUTHOR



BACK IN the good ol' days of railroading (ask an old-time railroader, and he may argue about that description), when brakemen walked the roofs of their freight trains, telltales were installed at locations where overhead clearances were low enough to prematurely remove an unsuspecting individual from atop his mount. The telltale's ropes would brush against a trainman to warn him that it was time to duck. Highway overpasses, through bridges, and tunnels all necessitated such precautions. Although they varied somewhat from railroad to railroad, telltales were usually quite simple in their design.

DESIGN AND MATERIALS

Since my HO scale mid-1950s B&M West Hoosic Division includes a number of tunnels and bridges, I thought Philip R. Hasting's book *The Boston & Maine* would be a good place to look for a typical design used by that road. Sure enough, on page 162, Mogul no. 1402 was passing under a perfect example of a single-track telltale.

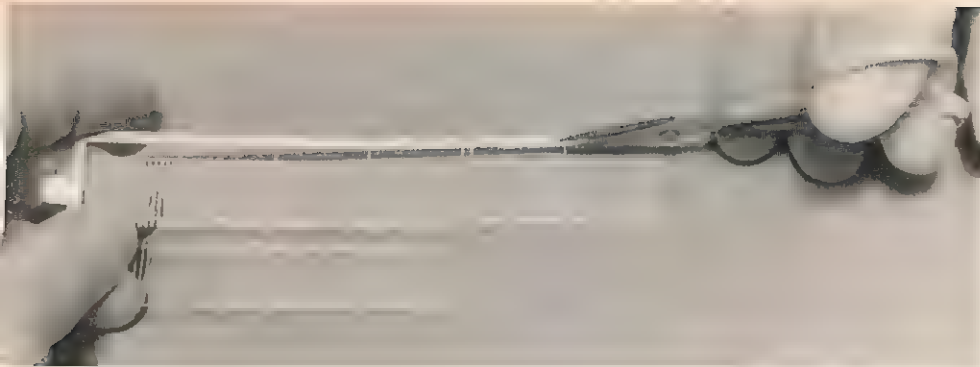
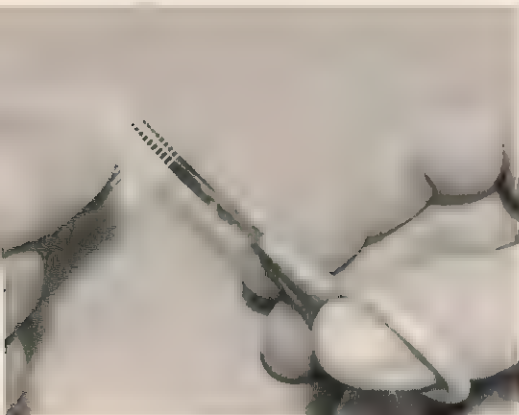


FIG. 2. TRIMMING THE FENCING

Above: Leave the fence legs intact when trimming the material. **Below:** Trim off the spikes at the top of the fence to form telltale ropes.



After studying the photo and approximating its scale, I came up with the dimensions shown in fig. 1. The B&M used rail for the post and what appears to be piping for the horizontal and diagonal members. I used code 55 rail (you could substitute code 70 or 83) for the post and 1/32" brass rod for the members.

The most difficult part of the project was finding something to represent the telltales themselves. The prototype used ropes or cables strung vertically from the horizontal member. While searching



FIG. 3. SOLDERING

Spike the parts to a piece of pine to hold them in place for soldering the telltale assembly.

through my scrap box, I discovered some leftover etched-brass fencing from the Scale Link Co. (Scale Link Centre, 54 Church St., Twickenham, TW1 3NR, England). By cutting off the upper horizontal cross member and the spikes of the individual posts (fig. 2) and leaving the former fence legs as hangers, I could quickly turn a nine-scale-foot length of fence into a string of 21 telltale cables. It's necessary to retain at least two fence legs per telltale to use as hangers.

CONSTRUCTION AND PAINTING

Since I needed a batch (nine to be exact) of these little devils, I decided that mass production was the best way to approach the project. Once the telltales were trimmed and set aside, I began construction of the supporting structures.

I first cut 30-foot lengths of rail and then 13- and 5-foot lengths of rod with a cutoff disk in my Dremel Moto-Tool (you can also use a razor saw). To make soldering easier, I spiked each assembly to a makeshift jig on a scrap of 1 x 2 pine. After placing some flux at the joints with a toothpick, everything was soldered together (fig. 3).

I removed the spikes and, while carefully holding the completed assemblies in one hand, bent the telltale hangers (the former legs of the fence) around the horizontal pipes. A drop of five-minute epoxy at the end of these pipes keeps the telltales from sliding off.

Once the telltales were attached, everything was washed in a bath of denatured alcohol, then airbrushed Floquil Grimy Black. After the paint had dried for a day, I drybrushed on some raw sienna tube acrylic paint to create a rusty look. The telltales were ready to install.

You'll notice that Scale Link Co. is located in England. Don't let this deter you from ordering the fencing. The price for spear point railings (item no. F29 G. W. R.) is £3.95, which is about \$7 American. One batch of fence material will yield 12 telltales. The easiest way to order is to send your VISA or MasterCard number with your order. Scale Link will bill your credit card for the material and postage costs. You can also obtain an international money order from your post office. ☺

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...of thought

Commentary by Tony Koester

THERE ARE TIMES when the main purpose of this commentary is to share a laugh or otherwise entertain. I also make an effort to inform, to pass along information or opinion as food for thought. And there are times when I try to point out an alternate way of looking at things. If the suggested vantage point stands out in stark contrast to conventional wisdom or the easiest way to go, so much the better. The goal is to stimulate thought, not offer trite answers or assurances.

One of the most controversial topics in discussions of our hobby is how to have fun. "Get serious," someone will say. "Ease up," someone else counters. Both are valid viewpoints, but neither is correct for all occasions.

For those who think some of us are becoming a little too serious about the hobby and our efforts to replicate full-size railroading, let me offer some feedback from a recent visitor to my home layout, the HO scale Allegheny Midland.

Visitor feedback is among the most treasured information I or any other layout owner can obtain, since it offers a fresh view of where we are and what we have yet to accomplish. The owner, and those patient folks who regularly help him or her build or operate the railroad, may have come to regard certain problems or deficiencies as acceptable, whereas to a visitor they are out of line.

In that spirit, I eagerly read a letter from a young friend whose business travels to the East Coast just happened to coincide with the date of an operating session on the Midland Road. He was, as I expected, an eager and knowledgeable participant.

He was pleased to find that the equipment worked "flawlessly," but he recalled that cars were derailed on two separate trains coming out of hidden staging tracks. Perhaps I'd backed the trains into their staging tracks too energetically and banged into a bumping post, or maybe I'd used the "0-5-0 switcher" to swap cars after the trains were in the staging yard and didn't get all the wheels on the rails.

Whatever the cause, I'll obviously have to pay more attention, as this is unacceptable. In fact, zero derailments is not only a standing goal, but an expectation; you can't have fun operating any model railroad if you're rerailing cars. I did install rerailers in two places on each staging track; perhaps

a rerailer between each length of flex-track would be better.

Aside from the human error that could have caused those staging track incidents, I've found that the usual cause of derailments is dirt buildup on wheels. Perhaps some wheel cleaning and some work with a wire brush in a motor tool to polish the metal wheel treads is in order. Polishing smooths the surface of the wheel, and according to several reports that cuts down on places where dirt can stick.

My friend liked the Dynatrol command-control system and had no problems with it. He noted that the relatively wide aisles were adequate, but could be congested if off-duty crew members became railfans or "daisy pickers" — that is, if they didn't retire to the crew lounge. His own layout plan includes five-foot aisles, but he has decided that allowing room for a crew lounge is a must. Assuming it takes more than two or three people to run your railroad, I agree.

He also noted that the car-card-and-waybill system was easy to understand, even for a first-time operator. He said he needed very little help from the veteran operators. And the degree of weathering seemed to be about right — not so light that the plastic look remained, nor so heavy that he wondered, "Why hasn't this been scrapped?"

Then he came to the crew. "It looked to me as though perhaps ten people ran the railroad, and they were as good a crew as I have ever seen anywhere. Please tell them that I enjoyed the session immensely! There were also another three or four who seemed to find time to run only a train or two, and maybe a few others that read more magazines than they ran trains." It was obvious to the visitor that restricting attendance to the minimum number of crew members required to run the railroad, allowing time for a break now and then, was an important objective.

Now let's look at this evaluation in light of "having fun." The visitor was having fun, lots of fun, until the aisles got congested or someone not on duty got in the way or otherwise distracted him. To his remarks, let me append those of several other crew members who happened to attend on nights when no more than eight operators showed up. "We seem to have the best sessions with the fewest people," they reported to me later.

So here's one prescription for a good operating session: Round up everyone who has expressed an interest in running the railroad and tell half or more of them to get lost. Are we having fun now?

Yet to do otherwise is to risk degrading the enjoyment of those who are "serious" — there's that word again — about operation. And these are the very people who *bring* something to the railroad rather than showing up expecting to be entertained by it. If synergy is to take place, if a session is to build and grow within itself until the railroad becomes far more than the sum of its physical parts, then you have to find "a few good folks" and foster a climate that will keep them coming back time after time.

"Ease up, Koester," I can hear a good friend from the South telling me. His operating sessions are designed to accommodate almost everyone who cares to walk in. By cleverly designing his railroad to be a series of essentially independent switching or terminal areas, he can apparently add or ignore jobs at will. A precise number of operators is not that critical.

The Midland Road offers some such flexibility. There are a number of coal extras, for example, that can be run or ignored. Since they sit on valuable staging tracks, however, any trains that are supposed to run into those tracks later in the session will also be adversely affected. Nothing that is unmanageable, however.

(The only thing I find unmanageable is a VCR that doesn't have on-screen programming. That's beyond me, although my wife and kids can handle it with their eyes shut. Maybe motivation has something to do with it. Jim Boyd was unimpressed with such excuses, however: "For a guy who installs a miniature radio station in each of his locomotives and has a power-supply center that looks like something out of a nuclear submarine, you sure seem to have a lot of trouble programming VCRs." Yup. If it were up to me, ours would still flash "12:00." I'd feel really stupid, except that electronics whiz Bruce Chubb confessed the same thing!)

I'm not about to go on record as saying that operating sessions must be as intense as the Allegheny Midland's for people to have fun. Ours would probably intimidate many newcomers, in fact, but then the AM wasn't designed as a teaching tool for neophytes. It occasionally serves as such, but the real goal is for a mythical Appalachian coal hauler to come to life before our eyes once each month. And for that to happen, some dedicated and experienced people have to get into the program.

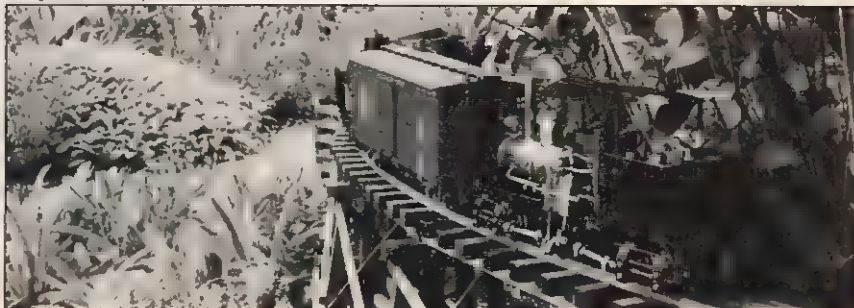
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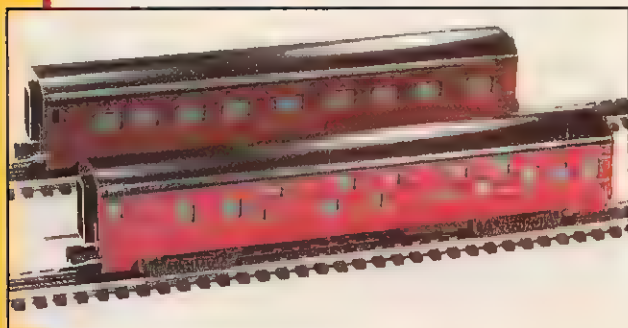


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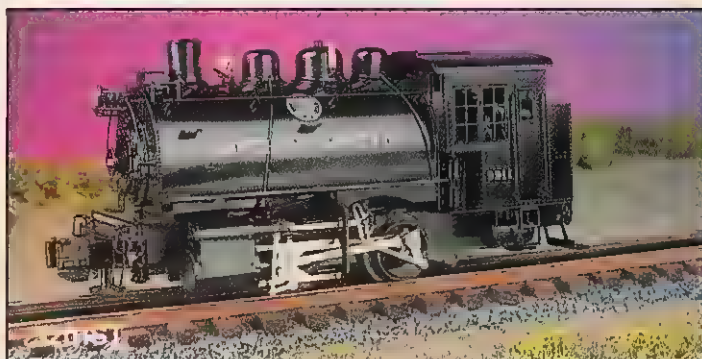
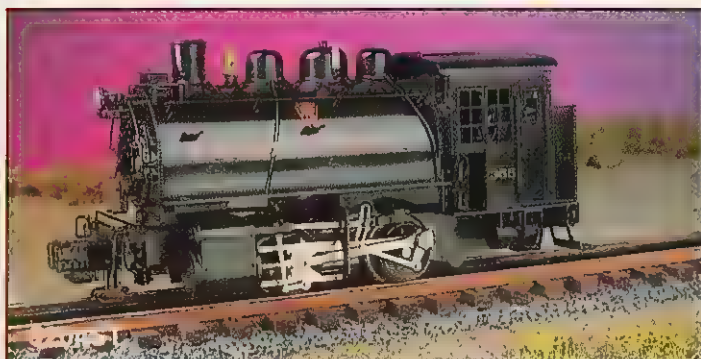
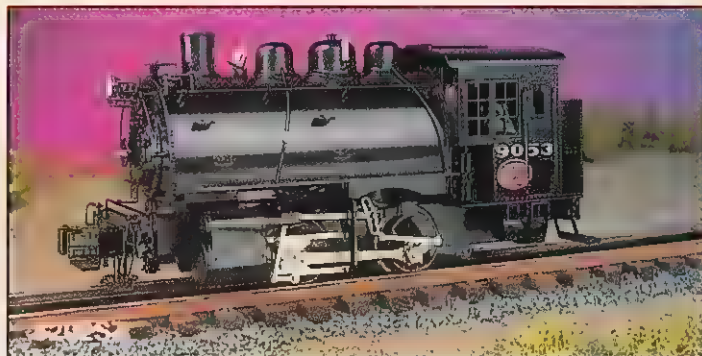
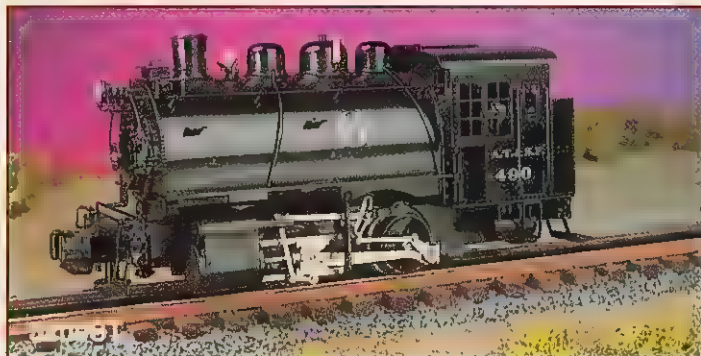
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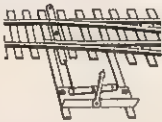
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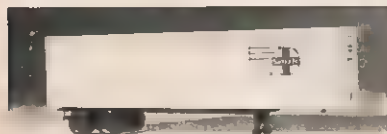
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The Fabulous Franklin & South Manchester Railroad, by George Sellios, is a photo tour of one of today's most admired and talked-about HO scale model railroads. The impassioned creation of George Sellios, the F&SM has been featured three times in MODEL RAILROADER (April 1986, April 1987, and March 1990). The layout features big-city modeling on a grand scale never before attempted, and probably never before even contemplated.

George, who is also the owner and sole proprietor of Fine Scale Miniatures, has been working on the layout for only six years. However, he has

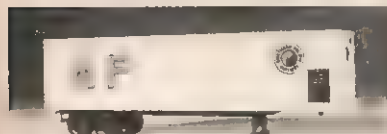
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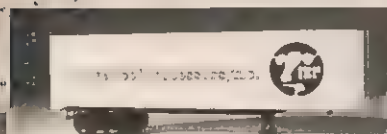
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averaged three months a year of eight-to-ten-hour days devoted solely to its construction. The other nine months are dedicated to producing a structure kit. This year's Fine Scale Miniatures project, though, is this 8 1/2" x 11" soft-bound book, rather than a kit.

Having decided to produce the book himself, George's next move guaranteed its visual success — he hired Dave Frary to take the photos, of which there are 84. They're run nice and large, and all of them are in color.

This 82-page book opens with a brief introduction. For the most part, however, the content is the photos and captions, which are full of solid information on George's modeling techniques. He's a master of painting and weathering, and you'll find plenty of ideas you can use on your own layout.

George is a builder and not long on words. You can read this book in less than an hour, so don't expect much on design principles or philosophy. George's long suit is structures and detailing. What you see is what you get, and Frary's urban panoramas are amazing. — *Jim Kelly*

The Fabulous Franklin & South Manchester Railroad, \$19.95 plus \$3 postage and handling

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49 Main St.
Peabody, MA 01960

Getting the Most Out of Your Scanner, by Vincent Reh, is more than its title implies. This 59-page work explains what a scanner is, how it works, what it can do for you, how to upgrade its performance, and what to look for and to beware of when buying one.

A lot of this information was news to me. I've resisted buying and learning to use a scanner, preferring to simply wait next to the track with my camera for a while, usually until about five minutes before the train came (I'm years behind on filing slides anyway). This booklet tells me that with a scanner I might have been able to find out when the train was coming and perhaps why it was delayed.

This 8 1/2" x 11" work isn't fancy. *Getting the Most Out of Your Scanner* is the product of a word processor and a quick-print shop, held together with three staples in the left margin. (Some pretty respectable-looking books have started life in that form.) The information in this book is understandable and readable (and I know some respectable-looking books that can't make that claim). — *George Drury*

Getting the Most Out of Your Scanner, \$6 postpaid
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More Railroader's Library on page 140

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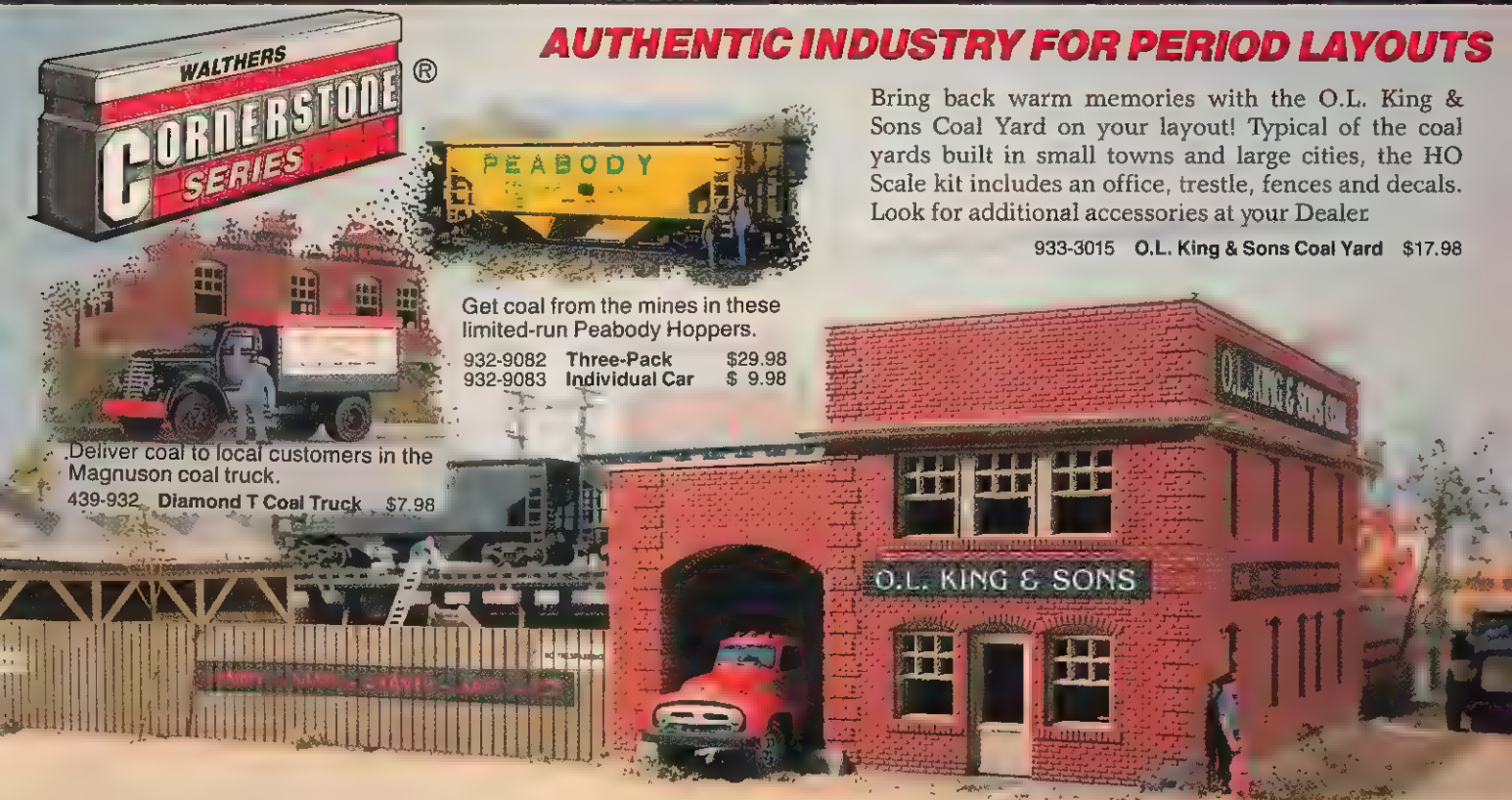
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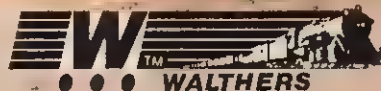
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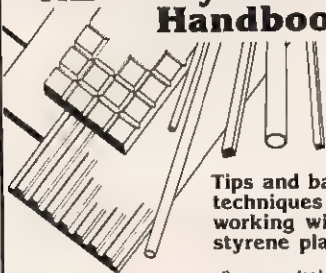
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More Railroader's Library from page 137

The Feather River Route: Part Two, Keddie to Salt Lake City, by Ken Rattenne, continues the author's tour of the Western Pacific. The 10 1/4" x 8 1/2" volume covers the eastern end of the main line, all the way from Keddie, Calif., to Salt Lake City, Utah, and closes with a chapter on the transition from the Western Pacific to the Union Pacific after the merger in December 1981.

This 156-page hardback (paginated as 148-303 to pick up where the first volume concluded) is a mixture of history, first-person recollections, black-and-white photos, maps, and a few color photos. It's interesting reading, and the picture of the "tenderized" FP7 on page 251 is enough to justify practically anything on a model railroad. — G. H. D.

The Feather River Route: Part Two, Keddie to Salt Lake City, \$47.95

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The Train Robbery Era, \$39.95

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Overhead and Underground: A Guide to Chicago's Rapid Transit, by Richard Kunz, offers a brief look at the history of Chicago's elevated and subway lines and takes you on a guided tour of the entire system. In fact, this 8 1/2" x 11" saddle-stitched book is designed to be used as a tour guide. As such, it would prove useful to a rail enthusiast with a lay-over between Amtrak trains at Chicago Union Station or between planes at O'Hare. Since most of Chicago's rapid-transit system is elevated or at ground level, such a tour also constitutes a sight-seeing tour of the city.

In its 48 pages *Overhead and Underground* packs in lots of black-and-white and color photographs and track diagrams, all of which are essential for the transit enthusiast and modeler. It's very well done. — G. H. D.

Overhead and Underground: A Guide to Chicago's Rapid Transit, \$19.95

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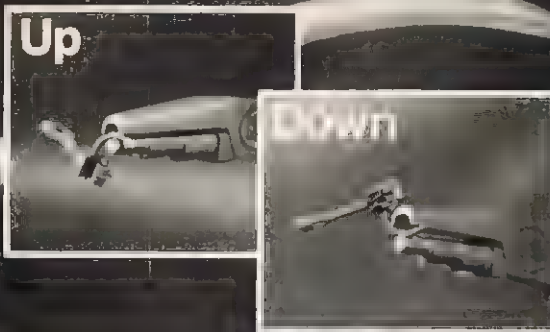
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Student fare



Model railroaders of school age are invited to share photos, drawings, short features, and ideas in this department. Please send your items to "Student Fare," MODEL RAILROADER Magazine, 21027 Crossroads Circle, P. O. Box 1612, Waukesha, WI 53187.

Conducted by Rick Selby

OVER THE years, I have accumulated a sizable fleet of HO scale freight cars. As I built each car, I added Kadee couplers and wheelsets and a few miscellaneous detail parts. When I put each car "in service," it was complete and in full working order, ready to "ride the rails," so to speak. But, as can happen over time, things would often break or stop working.

I recently spent some time running my trains. As I went to get a few of my freight cars out of their boxes, it dawned on me that the number of "bad-order" cars was getting a little excessive:

"Nope, can't run this one, it's missing a knuckle spring. Can't use this one, the trucks don't pivot freely enough. Derails all the time. Can't run this one, too many broken or missing parts. What happened to this thing?"

And on it went. Most of the problems were easily fixed, but for some I hadn't managed to take the time to do so.

By the time I actually put a train together, I had an intimidating pile of cars in need of attention. (If I had just pulled these cars out of their carrying box the first time I noticed the defect, I probably would have fixed them a lot sooner and wouldn't have had to cart around dozens of out-of-service cars for months.)

When I got home, I decided that it was time to dive into the pile and get these cars working again. Most took no more than 5 or 10 minutes to get working properly, and I now have a much larger selection of working freight cars to choose from when running my trains.

The point of all this is that if you have a car that develops a defect of some kind, fix it right away. Fixing one or two cars once in a while is much simpler than sitting down to fix one or two dozen at once. If you're like me, setting the cars aside will only make you forget about the defect until the next time you go to run the car or locomotive. By that time, it will be too late to do anything about it.

I have devoted a special place in my carrying case to stick these bad-order cars as soon as I find them. This way I can repair them at the next opportunity. Hopefully this will allow me to get defective cars back in service in a timely manner. After all, when you put a lot of time into building something, it's a real waste to let it sit around unused because of a simple problem.

THE FIRST letter this month comes from **Bill Michalski**, of Glendale, Mo. Bill writes: "I am 13 years old and model the Missouri Pacific RR. I have just completed my 4 x 7-foot beginners layout in HO scale. Making mistakes seems to be the best way to learn, and I would like to share some suggestions to help all the newcomers out there:

"Most important is to design an interesting track plan. My railroad has a spur and a small yard, but it's still rather boring to operate.

"Build your railroad high off the ground. It's a lot easier to notice the details when you aren't looking at everything from an airplane's view.

"Ballast your track *before* you put down ground cover. If you don't, the ground cover will get all over the track and the ballast will get mixed in with the grass.

"Make your roads really smooth. I have to admit that the highway department would get a lot of calls about the roads on my layout!

"Improving your layout is only one way to enjoy the hobby more. In addition, I'd recommend joining the historical society of the railroad you model. There are a lot of nice people in them who are just waiting to help you out. Sometimes you can even get a student discount on the monthly dues.

"Another idea is to model a railroad that's no longer around as if it still existed. For instance, if you like the Great Northern but want to model the present-day era, go ahead and model the GN as though it had never merged with the Northern Pacific and the Chicago, Burlington & Quincy to form the Burlington Northern. This idea could work for any fallen flag railroad.

"Other ideas are to model a tourist train, a regional railroad, a commuter railroad, or an old-time layout set in the 1800s."

Bill, thanks for the advice. You have some good suggestions. The best way to learn the different aspects of this hobby is through trial and error. If you attempt to do something and it doesn't come out the way you had hoped, you have an idea of what not to do next time! You would be hard-pressed to find a modeler who has never had a project go bad on him or her. As they say, if you fall off the horse, get right back up and try again. Besides, just think of all the fun you can have along the way!

OUR next letter comes from **David Hoovler**, of Butler, Pa. David, age 12, writes: "I am planning to build an N scale layout to fit under my bedroom window. The track plan is an exact, scaled-down version of the Hazel Green & Grant Valley RR featured in the April 1989 MODEL RAILROADER.

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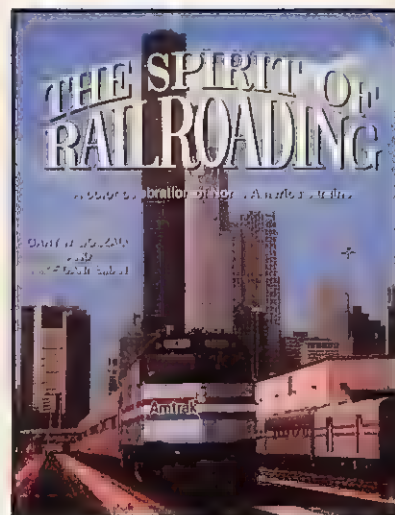
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"I'm planning for my version of the HG&GV to be set in the mid-1950s so I can run steam. I also plan to have a Geep or two to pull the mainline trains running through Hazel Green. I plan to call this mainline portion of the layout the Penn Midland.

"I would like to know if the words 'smooth running' and 'inexpensive' are compatible with regard to N scale steamers. Are any decent yet inexpensive steamers available, or will I have to change my plans and update the railroad to all diesels?

"Also, with this particular track plan, would you recommend supporting the track with the scenery, or should I use the 'cookie-cutter' method of benchwork construction? I'll probably use heavy-duty paper towels dipped in plaster draped over screen wire stapled to wooden supports."

In your situation, David, I would strongly suggest using the cookie-cutter method of benchwork construction to support your track. One of the most important aspects of building a model railroad is to construct a sturdy support system. It would be a shame to finish a great-looking layout only to have it sag or crack the first time you had to move it. Also, if you tried to lay your track right on top of the plaster scenery, I think you would have a hard time getting everything to remain level and

properly aligned. This may cause your rolling stock to track poorly (*especially* in N scale), and frustration might set in.

With the cookie-cutter method you have more control in locating and leveling the trackwork. It also provides an exceptionally strong anchor for the track as well as the scenery. You may want to look at the Kalmbach book *ABC's of Model Railroad* for additional information regarding benchwork construction.

As for good-running, inexpensive N scale steam locomotives, there are unfortunately not too many to choose from. The only good-running plastic steamer that immediately comes to mind is Con-Cor's 4-6-4 Hudson. This locomotive is manufactured by Kato for Con-Cor, and it runs well, though not quite as nicely as the newer Kato diesels. Otherwise, you'll probably have to consider brass engines to get smooth-running steamers. Even then, purchasing a brass model doesn't guarantee good performance, only a higher price.

NEXT is this letter from **Kevin Burk**, of Rancho Palos Verdes, Calif. "This is the first time I have written to Student Fare," Kevin begins, "although I have read the column several times. I'm building a new HO layout and have already designed a system so I could hang a 6 x 8-foot table from the rafters

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in our garage. This way I can lower it down when I want to work on it and raise it back up to allow for storage when I'm not using it. Now I'm trying to complete this system so I can finish laying track.

"I've noticed that people are having trouble replacing their horn-hook couplers with Kadees. What I do is simply cut off the mounting arm from the trucks or remove the body-mounted coupler box. Then, using shims made from styrene, I glue the Kadee no. 5 to the bottom of the car at the right height. I use super glue to hold everything together.

"I know some people say that it's better to screw the coupler box to the bottom of the car, but I can't see any reason for that. The couplers I have done show no signs of coming off. If it pleases you, though, just drill a hole through the car floor and screw the box on.

"I have noticed that steam locomotives are somewhat expensive compared to diesels, even in kit form. I'd like to buy a Roundhouse 0-6-0 and convert it to a 2-6-0 and add some additional detail parts. I would also like to relocate the rear driver set on this engine. Do you know where I can get new connecting rods for this locomotive?"

I suggest you browse through a copy of the new Wm. K. Walther's catalog, *The World of HO Scale* - 1992. You

may want to check and see what Precision Scale Co. (PSC) has to offer. If this doesn't turn up anything, ask your local hobby dealer for suggestions.

I, too, have glued the coupler box to the underframe or floor of a car to convert it to Kadees. Instead of super glue, I recommend that you use a plastic cement (such as Testor's) to glue the boxes to the car, as it will provide a better bond between the parts. The only real disadvantage I have found to mounting Kadees in this way is that you can't open the box for maintenance or replacement of the coupler. This fact aside, though, I have had no problems with couplers falling off my cars while in operation.

OBSERVATION: Over the last couple of months, I have received several requests for information about Ntrak, which provides specifications for building N scale modules. Those of you who don't have the room to build your own home layout may find that Ntrak provides a great alternative. Membership offers many benefits, including an excellent newsletter that's filled with useful information. Anyone interested in joining this group or wanting to learn more about the specifications for building N scale modules should write to Ntrak, 2424 Alturas Rd., Atascadero, CA 93422. Until next month. — Rick



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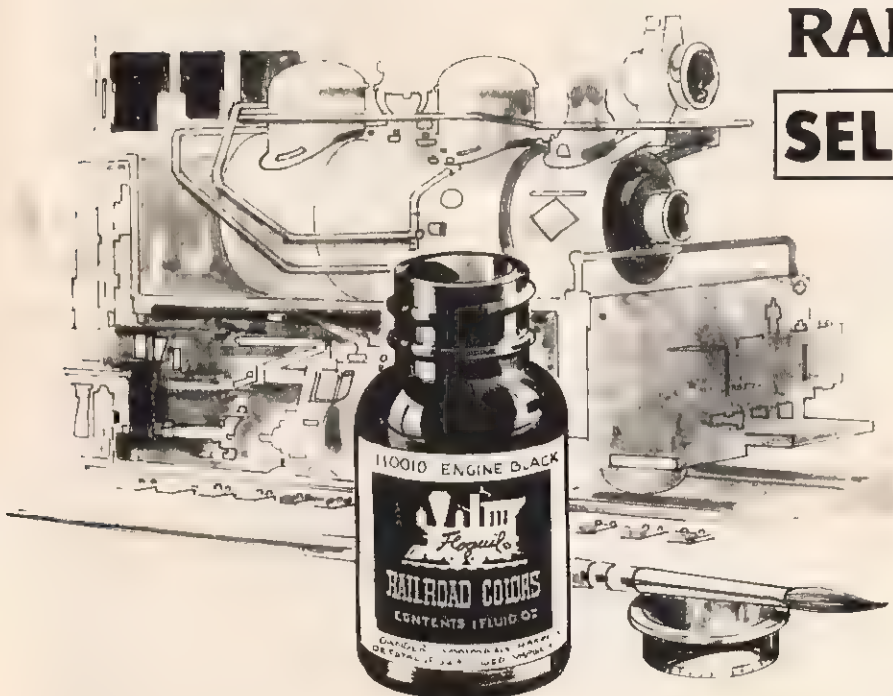
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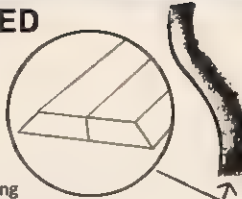
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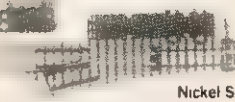


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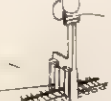
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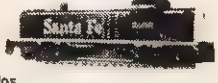
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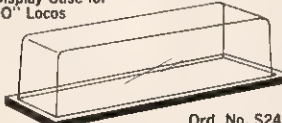


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Moto Tool Kits:		
3950	Variable speed tool w/40 acc.....	67.99
3952	Variable spd super kit.....	79.99
750	Minimite, Cordless w/acc.....	31.99
8508	Cordless 2-speed & 30 acc.....	59.99
2750	Sngl. speed tool w/15 acc.....	41.99

Woodworking Equipment:

1731	Disc-bet sander.....	101.99
1571	Scroll saw 15".....	79.99
1671	Scroll saw, 2 speed 16".....	159.99

Attachments & Accessories:

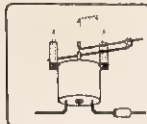
212	Dril press stand.....	32.29
225	Moto too-fex shaft.....	24.99
230	Router fits all vintage.....	21.99
326	Hi-speed cutter set-6 pcs.....	17.49

MLR MFG.

MFG. I.D.—M01

5001	Track too: (HO & N).....	2.59
5002	Parallel trk tool (HO, N, HON).....	2.59
5007	Radius tool.....	6.55
5008	Ballast spreader.....	7.65
5009	Ballast spreader (N).....	7.65
5011	Track tool set (N).....	14.29

SWITCHMASTER



SLO-MOTION
SWITCH
MACHINES

Ord. Nos.		
S15 SM1 Ea. Machine	\$12.79	
S15-SM6 Box of 6	\$72.99	
Rix Mt. Bracket (R03-21)	\$1.90	

MASCOT

RAIL
NIPPER

Sale
\$18.99

Order No.
M05-413



For Excellent
Flush Cuts

ENGINEER HATS

Old Time Blue & White
Striped Denim



\$3.49

Order No.
E01-plus size)

Your layout
won't be complete
without 'em!

Children: . . . Sm, Med., Lg., XL

Adult: . . . Specify Size:

6 3/4, 6 7/8, 7, 7 1/8, 7 1/4, 7 3/8 or 7 1/2

MASCOT SCALE RULE



Ord. No. M05-711

Sale \$6.39

- Metal
- Includes N, HO, S & more

A must for the serious modeler
Both sides shown

MLR MFG. (M01), CONTD.

5012	Track tool set.....	14.29
5015	Flex track alignment tool (N).....	3.69
5016	Flex track alignment tool.....	3.69

MASCOT

MFG. I.D.—M05

177	Drill set w/stnd-20 pc (#61-80).....	21.49
178	Drills-12 ass'l (#50 80).....	8.39
413	Rail nipper (flush cut).....	18.99
711	Multi scale metal rule.....	6.99
811	Pinwise-swivel hd w/2 coils.....	5.19
822	Pinwise & drill set.....	8.79
982	Adapter chuck (3/32").....	5.29

PROEDGE

MFG. I.D.—P15

12222	Jeweler scr dr., reg./phil-6pc.....	4.79
53620	Needle file, 3 asst. w/handle.....	6.89
53630	Needle file, 6 asst.....	9.39
55350	Razor saw set.....	5.09
58000	20pc drill set, #61-80 w/index.....	18.99
58111	Pinwise w/4 chucks.....	3.99

MRC

MFG. I.D.—M14

1400	Tech II—railpower.....	24.99
2400	Tech II—railmaster.....	31.79
2500	Tech II—locomotion.....	37.99
1500	Tech II—locomotion.....	30.89
2800	Tech II—dualpower.....	38.49
DLV	Dual loco-V.....	67.99
6200	Train power 6200.....	53.99
2700	Train power 027.....	45.99
2750	Dual power 027 (AC).....	106.99
T2C	Cab control for tech II.....	32.49
9000	Power Command 19VA.....	49.99
9500	Power Command 30VA.....	59.99
7000	Power pack & snd (dsl & stm).....	95.99

"O" & "G" SCALES

KADEE "O"

MFG. I.D.—K02

805	Delayed couplers-1 pr.....	2.25
810	Electro mag Jncoupler.....	7.90
811	Permanent mag uncoupler.....	3.35

WEAVER "O"

MFG. I.D.—W06

	2 Rail	3 Rail	
Penn GG1 Red	1001S	Sold out	724.99
Penn M1	1990S	Sold out	79.00
GN R-2	1997S	1997L	1219.99
Penn T-1	1999S	Sold out	995.99
E 8 (Pow A-A*)	1992SW	Sold out	425.99
E 8 (Pow A-A*)	1003SW	1003LW	439.99
E 8-B*	1007SW	1007LW	142.99

*Specify Road Names

WEAVER "O" (W06), CONTD.

R5-3 (ready-to-run):	
5000W Scale Version: (2 rail).....	119.90
5500W Hi Rail Version: (3 rail).....	139.90

*Includes instructions for use on Lionel track

FA-2 (ready-to-run):

6000W Scale Version: (2 rail).....	119.90
6500W Hi Rail Version: (3 rail).....	139.90

LIONEL "O/O27"

MFG. I.D.—L08

Locos:		
6-18011	Chess T-1 w/sound.....	849.99
6-18016	NP Northern.....	663.88
6-18018	So Mixado.....	949.99
6-18305	Lack "MU" dummy.....	339.99
6-18407	Snoopy hand car.....	56.66
6-18503	SP sw tcher w/snd.....	349.99
6-18610	RI 0-4-0 & tender.....	189.90
6-18615	GTW 4-4-2 & tender.....	112.99
6-18807	LV, RS-3.....	117.87
Sets & Special Items:		
6-11711	SF F-3 "ABA".....	614.99
6-11713	SF 8-40B set.....	569.99
6-11715	Lionel 90th anniv set.....	524.99
6-11716	Circus special set.....	209.88
6-11724	GN F3 ABA w/snd.....	629.99
6-51004	Blue Comet train.....	969.99
6-51201	Rail Chief pass car set.....	768.99
SP "Madison" Cars:		
6-19023	Arcata Bay.....	136.99
6-19024	Halt Moon Bay.....	136.99
6-19025	Drakes Bay.....	136.99
6-19026	Sunset Bay (observation).....	136.99
GN Passenger Cars (Match F3):		
6-19116	Baggage.....	109.99
6-19117	Combine.....	109.99
6-19118	Coach.....	109.99
6-19119	Vista Dome.....	109.99
6-19120	Observation.....	109.99
Rolling Stock:		
6-16033	Amtrak baggage car.....	27.99
6-16320	GN ramp/barrel car.....	18.49
6-16324	Penn flat car w/o ad.....	23.79
6-16334	C&NW flat car.....	66.45
6-16516	LV caboose.....	26.99
6-16517	ACL bay window caboose.....	28.99
6-16519	R. caboose.....	25.38
6-16619	Wabash coal dump car, oper.....	23.49
6-16620	C&O maintenance car.....	21.33
6-16622	CSX box car w/ETD.....	29.14
6-16624	Cop & hobo box car.....	36.32
6-16625	NYC searchlight car.....	31.49
6-16631	RI box car w/stm sound.....	149.99
6-16632	BN box car w/dsl sound.....	149.99
6-16638	Circus animal car.....	27.52
6-18406	Track maint car.....	103.99
6-18407	Snoopy hand car-oper.....	56.66
6-18410	Penn burro crane.....	123.99
6-18411	CP fire fighter car.....	104.99
6-19215	UP box car, dble dr.....	20.49

LIONEL "O"/"O27" (L08),

6-19307	B&E ore car w/load.....	19.85
6-19311	SP cov. hopper.....	23.49
6-19313	B&O ore car w/load.....	19.85
6-19409	So flat car.....	24.97
6-19512	Wright bros reefer.....	23.11
6-19513	Ben franklin reefer.....	23.11
6-19599	Old glory box car, 3/set.....	49.87

"Standard" Gauge:

6-13001	I-318 Freight Express.....	899.59
13200X	Blue Comet loco & 3 cars.....	2399.99

See our catalog for more Lionel!!

ATLAS "O"

MFG. I.D.—A09

Track (2 rail):

6000	Flex track-min. ord. 6 pcs.....	5.99
6041	Rail joiners (pkg. of 48).....	1.59

Undecorated Freight Cars:

6205	Box car, 40'.....	13.99
6215	Gondola.....	13.69
6225	Stock car, 40'.....	13.69
6235	Wide vision caboose.....	13.99
6245	Box car, 40' plg dr.....	13.69
6265	Ore car, 70 ton.....	13.69

BOWSER "O"

MFG. I.D.—B03

Turntables:

7920	20" diameter.....	67.99
7922	22" diameter.....	67.99
7924	24" diameter.....	82.99
7926	26" diameter.....	82.99
7928	28" diameter.....	83.99
7930	30" diameter.....	85.99
7932	32" diameter.....	85.99

Accessories:

7900	Motor kit for all.....	48.99
7901	Indexing kit for all.....	48.99
Bridge girder kits, from \$11.99 to \$15.99		
Stk No.—Stk No. of desired T.T. plus one (1)		

LGB "G"

MFG. I.D.—L01

Complete Sets w/Steam Locos:

21988	Circus train.....	189.99
23301	Passenger train.....	249.99
23401	Work train.....	249.99
20540	1990 Christmas train.....	399.99

Locos:

2017D	Old west steam.....	267.50
2019S	0-6-0 C&S w/smoke & sound.....	762.99
2055	White pass diesel w/ tcher.....	444.99
2219S	0-6-0 penn. w/smoke & snd.....	664.99

Passenger Cars:

3006	Coach, dodge city (ye low)-US.....	55.50
3007	Coach, ziller tai (brown).....	55.50

LGB "G" (L01), CONTD.

1060	24" straight, ea. pc.	7.99
1100	24" curve (30°), ea. pc.	4.10
1100BX	24" curve, box of 12	47.99
1102	1/2-24" curve (15°)	4.39
1104	1/4-24" curve (7.5°)	4.39
1200	Man. switch-RH, 30°/24"	26.99
1205	Rem. switch-RH, 30°/24"	39.99
1210	Man. switch-LH, 30°/24"	26.99
1215	Rem. switch-LH, 30°/24"	39.99
1226	Rem. dble slip, 22.5°/30"	107.99
1236	Rem. 3-way, 30°/24"	107.99
1300	30° crossing, 24"	32.69
1500	30" curve (30°)	7.39
1600	46" curve (22.5°)	7.69
1605	Rem. switch-RH, 22.5°/46"	49.99
1615	Rem. switch-LH, 22.5°/46"	49.99

Track Accessories:

1000-1	Rail joiners-meta. (pkg. of 10)	4.59
1000-3	Track tie strip-12"	1.69
1000-5	Rail only-60" (pkg. of 20)	137.50
1001	Track planning template	30.99
1015K	Reversing loop set	35.99
1015T	Double insulating track	17.69
1015U	Single insulating track	17.69
1150	Track locks, pkg. of 28	3.49
5016	Track power term. w/60" wire	8.99
5026	Rail joiners-insulated (4)	4.99
5175	Switch control box (orange)	42.25
5180	Power control box (yellow)	40.99

ARISTOCRAFT "G"

MFG. I.D.—A15

Deluxe Sets (w/smks., lights & more):

29051	GN freight	259.99
29052	Penn. passenger w/intenor.	335.99
29053	B&O passenger w/intenor.	335.99
29054	V&T passenger w/intenor.	335.99

Locos: (specify ord. no. & road/s)

21001W	Rodgers 2-4-2 Pass Penn., D&RG, B&O, V&T	89.99
21101W	Rodgers 2-4-2 Frt CB&O, GN, SP, SF	89.99
21901W	Tender w/sound Penn., D&RG, B&O, V&T, Burl, GN, SF, SP	51.99
21201W	0-4-0 Penn., WP or NY, NH&H	73.99
21401W	4-6-2 Pacific, Penn., B&O, Milw., CNJ, So.	295.99
22001W	FA Diesel, NYC, B&O, SP, UP, Penn., RG, SF	149.99
22051W	FB Diesel, NYC, B&O, SP, UP, Penn., RG, SF	149.99
22101W	U25B-SP Chess., NH, SF	162.99

Pass. Cars: (spec. ord. no. & road/s)

Penn., B&O, V&T, D&RG, SF, SP		
31001W	Coach, w/intenor	81.99
31101W	Combine, w/intenor	81.99
31201W	Observation, w/intenor	96.99

Frt. Cars (spec. ord. no. & road/s):

41001W	Gondolas, Soo, CP, ME, Cent., VT, GM&O, B&M, Penn.	28.99
41101W	Covered Gondola, Burl, NYC, P&LE, St. Paul	36.99

Locos: (specify ord. no. & road/s)

42101W	Caboose, GN, Burl, RG, Penn., SF, S&F, V&T, B&O	81.99
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Locos: (specify ord. no. & road/s)

42201W	Bobber Caboose, Penn., WP or NY, NH&H	21.99
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Locos: (specify ord. no. & road/s)

29300	Smoke stack for caboose	9.99
46001W	Box Cars, Rull., RG, SF, Penn., Ga., GN, TIMK, B&O, Eagle, UP, REA	44.99

Locos: (specify ord. no. & road/s)

46101W	Stock Car, Armour or C&NW, UP, CN, D&RG, SF, So.	44.99
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Locos: (specify ord. no. & road/s)

46201W	Reefer, PFE, Schlitz, Borden, Heinz, REA, Pluto, Pasten	44.99
46301W	Flat Car, WM, GN	27.99
46401W	Flat Car, NP or CP	32.99
46501W	Flat Car w/Pogyok Tirl, REA, SF, B&O, SP	44.99
46601	REA truss reefer	27.99

Track & Accessories:

11000	12" straight, ea. pc.	2.49
11000BX	12" straight, box of 12	26.69
11060	24" straight, ea. pc.	4.59
11060BX	24" straight, box of 12	53.69
11070	36" straight, ea. pc.	6.89

ARISTOCRAFT "G" (A15),

11070BX	36" straight, box of 12	79.99
11100	24" curve, ea. pc.	2.49
11100BX	24" curve, box of 12	26.69
11900	Rail joiner, pkg. of 12	3.99
12091	Layout ext. set #1	36.99
12092	Layout ext. set #2	52.99

Switch Tracks & Accessories:

"N" SCALE	
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"N" SCALE

ATLAS "N"

MFG. I.D.—A09

Track & Switches:

2580*	#4 remote switch-left	7.65
2581*	#4 remote switch-right	7.65
2582*	#4 manual switch-left	5.25
2583*	#4 manual switch-right	5.25
2584	#6 remote switch-left	11.99
2585	#6 remote switch-right	11.99
2500*	30" fix. trk. (min. ord.—15 pcs.)	1.20
2501	5" str. track-box of 6	1.33
2509	Track assortment	1.60
2510	9-3/4" curv. track-box of 6	1.33
2511	1/2"-9-3/4" curv. track-box of 6	1.19
2520	11" curv. track-box of 6	1.33
2521	1/2"-11" curv. track-box of 6	1.19
2526	19" curv. track-box of 6	1.33
2532*	Railbox-box of 3	1.19
2535	N.S. rail joiners 48/pkg	1.19
2536*	Bumper pkg. of 2	1.19
2538	Plastic rail joiners 24/pkg	.63
2540	Track nails-approx. 400	2.19
2541	Pier set - 12 pcs.	4.59
2543	Bridge pier-card of 3	1.79
2546	Warren bridge	2.09
2547	Deck bridge	2.09
2548	Plate bridge	2.09
2569*	90° crossing	3.55
2539	Terminal joiners-pr	1.60

*For brown lies, add "BR" to Stk. No. (Prices slightly higher)

Miscellaneous:

22001	Freight trucks (pr.)	2.49
2801	Telephone poles, box of 12	1.35
2826	Viaduct	2.89

Rolling Stock:

3000	Assorted freight cars, pkg. of 6	19.99
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MORE ATLAS "N" ROLLING STOCK

YOUR ROAD CHOICE

(Provide Ord. No. and Road)

A09 3200W	Ore car, 70 ton	4.39*
A09 3230W	Tank car, "beer can"	4.39*
A09 3260W	Hopper, 90 ton	4.39*
A09 3300W	Box car, 40' plg. dr.	4.39*
A09 3260W	Hopper, 90 ton	4.39*
A09 3300W	Box car, 40' plg. dr.	4.39*
A09 3400W	Box car, 40' (3400 to 3418)	4.39*
A09 3500W	Gondola, 42' w/load	4.39*
A09 3520W	Stock car, 40'	4.39*
A09 3540W	Stock car, 50'	4.39*
A09 3600W	Box car, 50' dbl. dr.	4.39*
A09 3650W	Reefer, 50' mechanical	4.39*
A09 3700W	Hopper, 4 bay	5.29*
A09 3720W	Hopper, 3 bay 90/100 ton	4.39*
A09 3740W	Flat car, 48' w/traile	5.29*
A09 3770W	Piggyback flat w/40' trl.	5.29*
A09 3800W	Flat car w/stakes	4.39*

*Applies to most, but not all available roads due to varying mfg. "list" prices

OUR ROAD CHOICE

(Provide Ord. No. as Shown Below)

A34 3200X	Ore car, 70 ton	3.89
A34 3230X	Tank car, "beer can"	3.89
A34 3260X	Hopper, 90 ton	3.89
A34 3300X	Box car, 40' plg. dr.	3.89
A34 3400X	Box car, 40' (3400 to 3418)	3.89
A34 3500X	Gondola, 42' w/load	3.89

ATLAS "N" (A09), CONTD.

A34 3520X	Stock car, 40'	3.89
A34 3540X	Stock car, 50'	3.89
A34 3600X	Box car, 50' dbl. dr.	3.89
A34 3650X	Reefer, 50' mechanical	3.89
A34 3700X	Hopper, 4 bay ACF cent. flo	4.79
A34 3720X	Hopper, 3 bay 90/100 ton	3.89
A34 3740X	Flat car, 48' w/traile	4.79
A34 3770X	Piggyback flat w/40' trl.	4.79
A34 3800X	Flat car w/stakes	3.89

BACHMANN "N"

MFG. I.D.—B01

Steam Locos:

N510W	American, UP or JUP	22.39
N515W	Prairie, NYC or UP	22.79
N526W	Dockside, SF or B&O	14.59
N530W	Consolidation	29.59
N545W	Mkado, UP or B&O	32.49
N547W	Snifter, SF or Penn.	17.99
N580W	Northern, SF, Read or BN	36.99
53551	UP Overland (gld & silv)	37.99
53552	UP Overland (gld & grn)	37.99

Diesel Locos:

N600W	Plymouth Switch, SF or Burl	11.39
N612W	GP50, UP, SF, BN or EL	21.49
N615W	F9, SF, Amtrak, Ches or Penn.	15.89
N635W	GP40, SF, BN or SP	19.69
N640W	U36B, UP, SF, RI or Ches	19.69
N670W	SD40-2, UP, SF, BN or SCL	22.79

Sets (Complete):

24262	Yard Boss-freight	37.99
24404	The Old Timer-freight	42.99
24405	American-old time pass	42.99
24410	The Consolidation-freight	46.99
24360	Amfleet Express	47.99

BOWSER "N"

MFG. I.D.—B03

7908	8" turntable	58.99
7909	Detail kit for 8" TT	7.99
7910	10" turntable	59.99
7911	Detail kit for 10" TT	8.99
7900	Motomizing kit for all	48.99
7901	Indexing kit for all	48.99

MODEL POWER "N"

MFG. I.D.—M13

Building Kits and Accessories:

1501	Comb. railroad sta.	7.39
1502	3 suburban houses	7.39
1503	Exxon station	6.69
1506	Blue coal depot	6.69
1509	Budweiser brewery	7.39
1510	Star journal bldg.	6.69
1511	Firehouse w/fire engine	6.69
1512	Railroad hotel	6.69
1513	Farm house	7.39
1515	Trackside bldgs (3)	9.39
1517	Barn, silo & coop	9.39
1522	Gantry crane	5.39
1523	Saw mill	6.69
1531	Judy's corner	6.69
1534	Mart & hardware	6.69
1535	Restaurant	6.69
1536	Joe's corner	6.69
1537	Movie theatre	6.69
1539	Post office & bank	6.69
1545	General electric co	7.39
1546	Iron & steel works	6.69
1549	Truck depot	6.69
1550	Loco shed, 2-stall	10.99

Trackage & Rolling Stock:

3961	Std remote-left	5.69
3963	Std remote-right	5.69
4991	Ill. bumper, pkg. of 2	1.99
1450	Freight car assl. of 6	9.99
4901	30" flex trk -10pc min	1.09

Diesel & Traction:

M13-7508	Trolley & dummy, Downtown Toronto	16.99
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YOUR ROAD CHOICE

(Provide Ord. No. and Road)

M13-7508	Trolley & dummy, Downtown Toronto	16.99
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MODEL POWER "N" (M13),

M13-7510W	C-420: SF, Conrail BN, So.	14.99
M13-7528W	FA-2: BN, CR, CN, CP, SF Chess, So Penn.	14.99
M13-7540W	F40PH, Amtrak, Go, SF, MT	16.99
M13-7548W	RSD-15: MKT, CR, SF, BN, Chess, CN	14.99
M13-7560W	GP-40: SF, CR, BN, CN, WM, UP, So.	14.99

OUR ROAD CHOICE

(Provide Ord. No. as Shown Below)		
M38-7510X	C-420	11.99
M38-7528X	FA-2	10.99
M38-7540X	F40PH	12.99
M38-7548X	RSD-15	12.99
M38-7560X	GP-40	11.99

Streamline Passenger Cars:

3031W	Coach	5.69
3041W	Observation	6.19
3051W	Vista Dome	6.39

Provide Ord. Nos. & Road(s): UP, SF, Amtrak, CN, CR, BN, Penn.

Standard Passenger Cars:

8614W	Coach	5.69
8617W	Combine	6.19
8636W	Observation	6.39

Provide Ord. Nos. & Road(s): Circus (Coach & Obs. Only), NYC, CN, SF, Penn., Amtrak, So.

SHINOHARA "N"

MFG. I.D.—S03

N.S. Trackage:

9500	Flex trk-1M (min ord 10 pcs)	3.55
9501	#6 turnout LH	9.20
9502	#6 turnout RH	9.20
9503	#4 turnout LH	9.20
9504	#4 turnout RH	9.20
9505	#6 dbl crossover	33.00
9506	#6 three way	23.80
9511	#4 wye	9.20
9512	#6 curv turnout LH	13.80
9513	#6 curv turnout RH	13.80
9514	#4 yard switch LH	24.00
9515	#4 yard switch RH	24.00
9516	#4 double slip	33.00
9517	#6 double slip	33.00
9549	Switch mach. for "N" turnouts	6.00

PECO "N"

MFG. I.D.—P04

N.S. Trackage & Accessories:

300P	36" flex (min ord 5 pcs)	3.20
300	N/S flex box of 25	63.99
310	N.S rail joiners-pkg of 24	1.95
311	Ins. rail joiners-pkg of 12	1.95
330	Uncoupler kit-pkg of 2	1.85
340	Buffer stop	1.85
384	Deraill RH	6.89
385	Deraill LH	6.89
386	#8 curved turnout RH	11.19
387	#8 curved turnout LH	11.19
388	#8 turnout RH (hi-speed)	10.89
389	#8 turnout LH (hi-speed)	10.89
391	#6 turnout RH (med)	10.19
392	#6 turnout LH (med)	10.19
397	#7 wye turnout	10.49
ST5	#4 turnout RH	7.89
ST6	#4 turnout LH	7.89

**TIDEWATER SOUTHERN
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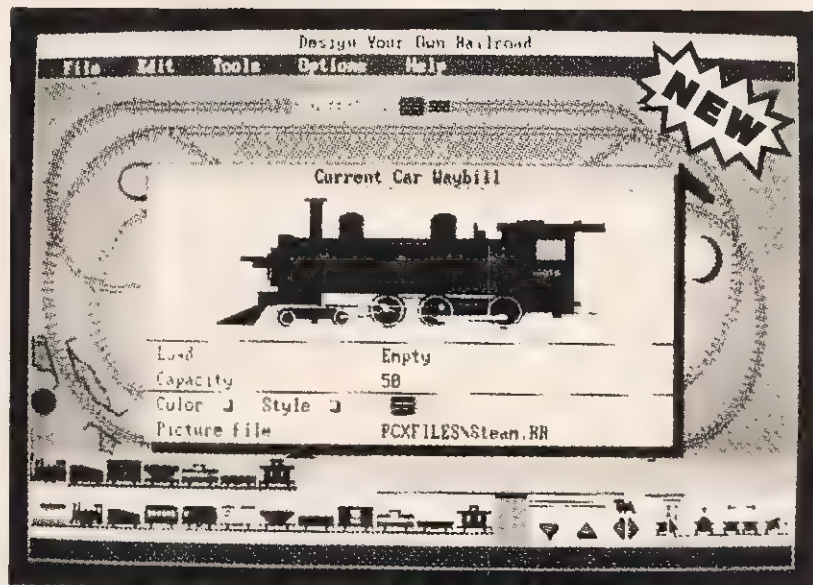
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FOR A fascinating step back in time without leaving the present, take a look at **Northern Mexico Rails**. For this VHS-format video, Pentrex went south of the border and returned with some nice scenes of railroading in Mexico.

Today's railroads of Mexico are reminiscent of U. S. railroads 50 years ago. Small-town railroad stations (an interesting mix of brick, stone, and stucco structures) are active places. Local passenger and mixed trains are the primary means of travel for many people. The telegraph is still an often-used method of communication. Less-than-carload shipments are prevalent, including cargo such as wicker baskets full of strawberries. The video captures this back-in-time feel.

This 105-minute tape also highlights Mexico's diverse and interesting mix of motive power. Hotshot freights are shown being pulled by "new" General Electric Super Seven series rebuilt units. Other power includes rebuilt SD40s and SD45s, along with several SD40-2s on lease from the Union Pacific. Several ex-Missouri Pacific units can be seen, both in UP yellow and MoPac blue. Former Missouri-Kansas-Texas GP40s, still wearing "John Deere" green and yellow, are also shown.

Alcos are still operated in many areas, and we're treated to the sight (and sound) of many RS-11s and an RSD-12 in freight, mixed, and switcher service. Among the other unusual locomotives are EMD G12 export units, including one without a front coupler pulling a mixed train.

Plenty of other odds and ends are shown, including some former Pennsylvania RR passenger cars with trucks removed, serving as living quarters for train crews.

The tape highlights mountain railroad action, including scenes of an engineer trying to ease his stalled ore train over the crest of a grade but to no avail. A helper engine then arrives, couples on, and cuts off on the fly after helping the train over the crest. We also see some nice mountain scenery during a cab ride on an SD40 heading a passenger train up a 3 percent grade.

Although the tape drags a bit in some places, there are enough interesting scenes to make it worthwhile to watch. — Jeff Wilson

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IF BIG-TIME modern coal-hauling is your brand of railroading, and if you can admit to yourself that coal really can be found outside the Appalachians, then you'll enjoy **Chicago & North Western Powder River Coal: Vol. 1**. This new 90-minute tape from Casey Jones Video Productions (available in VHS, Beta, and PAL formats) shows many C&NW coal trains (and occasional Burlington Northern trains) passing between South Morrill, Nebr., and Bill, Wyo.

Under a variety of agreements, the C&NW and the BN share the coalfield, and the C&NW uses power and track-
age of the Union Pacific. That's why most of the trains shown have a mix of C&NW and UP locomotives. The smallest consist had three locomotives; the largest had six, led by the C&NW's Wyoming Bicentennial Dash 8-40C 8542. It's mighty impressive! An occasional Norfolk Southern locomotive also shows up, while the BN trains run with BN, leased EMD and LMX units, and some Kansas City Southern diesels. All in all, it's quite a rainbow of locomotives.

Speaking of variety, the video's producers struggle valiantly to make unit coal trains visually exciting. They shoot from atop a cut, at track level, below bridges, inside cabs - even between the rails! Even so, I could stand to see less of some of the trains. After all, a unit train is, by definition, an exercise in sameness.

The graphics were straightforward, if unsophisticated (they could have used a map, though the timetable enclosed with the video helped). The same can be said of the narration. On the other hand, the limited narration is functional and didn't prevent me from hearing the roaring of the locomotives and the sound of their horns.

The sound quality of this videotape is good - complete with the howling of a cold March wind whipping across the prairie. The camerawork is steady and, as noted above, imaginative.

Maybe I was just getting tired of unit coal trains, but the high point of the tape for me came at the midway point as a rail grinder made its painfully slow way onto the screen. With sparks flying, machinery whining, metal wailing, and smoke curling, this slow-moving piece of machinery looked like some kind of demonic device crawling across the prairie. Never having seen one of these, I found it fascinating and rewound the tape to take another look.

Glaring by their omission were shots of the coal-loading process. The producer plans to cover this in the next volume (not yet available). — Dick Christianson

Chicago & North Western Powder River Coal, Vol. 1, \$39.95

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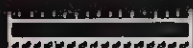
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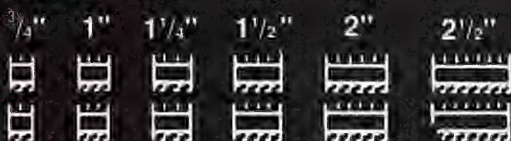
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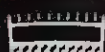
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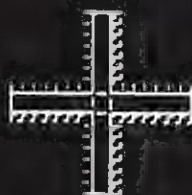


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158 JANUARY 1992



Donald W. Nesbit

Here's SP no. 3600 as built in 1954. The dome made for great viewing in the mountains.



Conducted by **Jim Kelly**

We welcome your modeling suggestions and questions. We answer some questions in the magazine and many more by return mail, but can't answer all the Workshop mail we receive. Please write "MR Workshop" at the top of your letter and address it to MODEL RAILROADER Magazine, 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187. There is no payment for questions, but suggestions are paid for upon publication.

I've been hunting for an HO model of one of the Southern Pacific's dome-lounge cars, but to my knowledge no such model exists. I started to build one using a Rivarossi streamlined diner and the dome portion of a Bachmann 85-foot dome car. The main problem I'm having is window locations on the sides. Do you have any good side-view photos? — Rob Piecuch, Horseheads, N. Y.

Here are several shots showing opposite sides of car no. 3600, the first of the Southern Pacific's dome-lounges.



Southern Pacific News Bureau

Here's no. 3600 as seen from the opposite side. The glass dome seated 64 passengers.

All told there were seven of these cars (3600-3606) built by the SP in its shops at Sacramento, Calif., during 1954 and 1955. Small differences exist between them, as they were built on the frames of older cars of various types. (The first car, for example, had a 10-panel dome; the later cars had 12 panels in a dome the same length.)

Also the paint schemes of the dome-lounges differed, depending on the trains for which they were built. These cars were used on the *San Joaquin Daylight* (nos. 3600 and 3604), *Shasta Daylight* (3605 and 3606), and *City of San Francisco* (3601, 3602, and 3603).



George A. Trager

Here's no. 3600 sometime in the 1960s. It looks naked without those corrugated side panels.

Basically these were 80-foot cars with 60-foot domes. The lower level contained a bar and crew quarters.

Robert J. Church's article on scratch-building one of these cars appeared in the October 1972 MODEL RAILROADER. This issue is no longer available from us, so check your library or a friend. We do offer a reprint service on articles out of print. The cost is 50 cents per page, with a \$5 minimum. Mr. Church's article runs five pages and includes a useful side drawing and other information. He made his dome by tacking sheet plastic over a wooden form and baking it in an oven at 200 degrees for 15 minutes.

Your approach of using the Bachmann dome on the Rivarossi diner strikes me as a good one, depending on how accurate you want to be. The dome may come out a bit high, and you're going to have fewer glass panels than the prototype did.

If anyone out there has made a nice model of this car, using kitbashing techniques, let's hear from you. It sounds like a good project for all our passenger car fans. — *Jim Kelly*

In your June issue the article on the Eagle Ridge Ry. shows the backdrop making some very tight curves around two support posts as well as in some of the room corners. What material can be used for such tight curves? Once on a layout tour I saw a layout under construction using something that looked like long strips of posterboard. Would this work? — H. C. Dolstad, Salinas, Calif.

Frankly, I don't know of a backdrop material that could be bent to such tight curves as those shown in the Eagle Ridge track plan. I have made backdrops with cardboard (E-Z Curve) and also with Masonite. Neither of these would be capable of the 6" radii shown.

Track planners propose; we builders dispose. In other words, we need to change the plan or find a way to build it. We could use our conventional materials on the straighter sections and find an alternative for the curves. Some possibilities that come to mind are laminating thinner cardboard, cutting plastic pipe in two, and doing the same with sheet-metal heating duct. You can make perfect seams using joint compound or body putty. — J. K.



Jerome Warner collection

A worker uses a very basic overhead traveling crane to unload bags of cement from a flatcar and onto a flatbed truck. This photo was probably taken in the late 1920s or early 1930s.

Hauling cement: Not long ago I was sitting in the office of Mr. Jerome Warner at the Monolith cement plant near Tehachapi, Calif. Mr. Warner was born in 1926 at the company town that used to be across the road from the plant. He has worked there for 47 years. I asked him the same question Scott Schifer asked in the February Workshop: "How was cement shipped prior to covered hoppers?"

Mr. Warner gave three answers. First, cement was blown loose into specially lined boxcars. Second, it was loaded into boxcars in 100-pound bags, which were cloth in those days. Third, it was shipped in large cloth bags, 15-barrel capacity, that could be loaded on gondolas or flatcars. These bags had tied openings at the top and bottom. The bag was loaded through the top and opened by lifting it with a crane and opening the bottom. — Harry Dudrow, Long Beach, Calif.

Can you tell me who makes a power supply to increase the output on power packs? I have two MRC packs, but they don't put out enough power. It takes about half-throttle to move my trains. One pack is a Dualpower 2800; the other is a Dualpack 770. — Bill Harvey, Joshua Tree, Calif.

Bill, I'm afraid we have too many unknowns here. What's the scale? How big is your layout? What kinds of engines are you running? How long are your trains?

According to a chart in the Walthers HO catalog, the Dualpack 770 puts out

More Workshop on page 162

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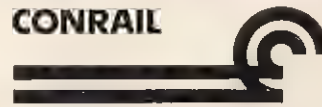
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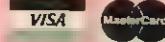
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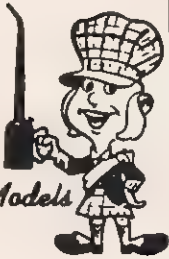
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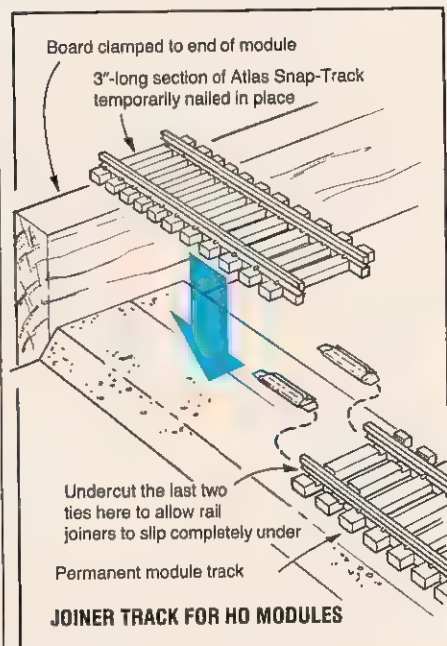
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More Workshop from page 159

1.6 amps and the Dualpower 2800 puts out 1.9. Most modern HO locomotives draw .25 amps or less, so either of these packs should be able to run half a dozen engines easily.

I don't know of any sort of booster you can add to a power pack.

Having to move the throttle about half-open to move the trains doesn't sound out of the ordinary to me, if you have a heavy train. Generally it takes more power to start a train moving, less once it's on its way. — J. K.



Building modules right: In the November 1991 MR Workshop, Jerry Elya asks about building HO scale modules. Here in the New York metropolitan area we have a group of approximately 35 HO modular railroaders, each person having from one to seven modules. This is the method we've developed for constructing modules that go together easily and correctly:

We use 6" Atlas Snap-Track sections for joining the modules. When building the modules we clamp a board on the end to serve as a stop for the track. Then we position 3" Snap-Track sections against the board and fasten them with two nails.

We prepare the track to be installed by undercutting the two end ties so that rail joiners will slide completely under them. (This allows joiner tracks to be installed after the modules are clamped together.) After joining this track to the temporary 3" section we lay the rest of the track.

When we get to the other end of the module, we simply clamp on another stop and then lay on 3" sections upside down to mark the place where the track should be cut off. — Dave Metal, Commack, N. Y.

I recently purchased an N scale Fairbanks-Morse C-Liner B-unit shell from T&J Hobbies. It's designed to fit on the Atlas C-Liner chassis, which has a two-axle front truck and a three-axle rear truck. Did F-M ever make a C-Liner B unit with this unusual combination of trucks? I don't know what to do with this shell as I can't find a picture of such a unit. — Bill Corston, Chicago, Ill.

Only six C-Liner B units with the odd B-A1A truck arrangement were ever made. All were built for the Canadian National by the Canadian Locomotive Works in Kingston, Ontario, under Fairbanks-Morse license. (Because of Canadian laws, U. S. locomotive manufacturers must have their locomotives manufactured in Canada rather than sold direct. The same goes for automobiles and some other products.)

Sorry, we don't have a photo of the CN B unit in question. One place you can find one is the book, *The Diesel Builders: Fairbanks-Morse and Lima-Hamilton*, by John F. Kirkland (Interurban Press, 1985). — J. K.



Whistle mouthpiece: Many of us own one of these big four-chime wooden whistles. You need a Joe E. Brown mouth to encircle the square end before blowing into it. What this thing needs is a mouthpiece.

After looking over old plastic bottles, I found one from a home permanent conditioner that seemed right. I cut it off several inches from the top, and it fit tightly over the whistle. No more splinters in the lips, and I can blow in comfort. — R. B. Montague, San Diego, Calif.

[Well, Mr. Montague, you've solved half my problem. Now I need to start jogging an hour a day to build up the lung power needed to blow these babies for any length of time! — J. K.]

Can you provide ordering information on the PFM-13 bulbs discussed by Bill DeFoe in his July 1991 MR article on diode lighting? I can't find these listed in the latest Walther's catalog. — Gordon E. Armbruster, Appleton, Wis.

Many hobby shops stock these bulbs or can order them for you. Or you can order them direct from PFM, P. O. Box 57, Seattle, WA 98020. A package of 10 costs \$23.12. There's a \$3 handling charge on orders for less than \$35. — J. K.

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A. L. Schmidt

Weathering wood and metal



Paint shop

Conducted by Jeff Wilson

Techniques for simulating peeling paint and rust can be used on a variety of models

BY LEE VANDE VISSE

ALTHOUGH THE star of this story is an On3 steam shovel, the real thrust of the article centers on Lee Vande Visse's techniques of simulating weathered wood and metal. The methods Lee describes can be applied to structures, rolling stock, and locomotives in any scale.

NARROW GAUGE steam shovel OQ was acquired in 1917 by the Denver & Rio Grande Western RR, where it operated until being scrapped in 1938. This On3 kit, which is somewhat difficult to find today, was made by Durango Press.

I chose this model for the project because the prototype would have seen extremes in weathering due to its steam engine, boiler, and firebox and because of its primary function of moving earth. Although this model is in a larger scale than many modelers are used to, the techniques are easily transferred to other scales.

PEELING PAINT ON THE BODY

The body on the prototype is wood, simulated on the model by scribed styrene plastic. Straight from the box this material is clean, so the first step is to add some grain to it. This is best done before any parts are assembled, when

the siding can be placed flat on the work surface.

In O scale, grain can be created by passing the blade of a Zona (razor) saw down the siding several times. In HO and N this is a bit coarse. In these scales, the edge of an X-acto blade can be used to create grain in the same manner. These methods leave small filaments of plastic that adhere to the model. I cleaned these off using a wire brush of the type used to clear sawdust from wood files.

In many projects, some painting is best done while the model is still in subassemblies. However, on this model the body is a separate piece that can be easily removed. I painted the body after it was assembled, prior to applying the roofing. This painting was done in several steps.

Wood is usually some shade of brown, so for the initial coats I sprayed the body with Floquil no. 110081 Earth. I have never had a problem with Floquil paints attacking plastic as long as each coat is not sprayed with a heavy hand. After three or four coats, the plastic is covered completely without any detail being lost. I then let the body dry overnight.

At this point the body still doesn't look like wood. Don't worry; the next step will take care of that.

Using Floquil no. 110070 Roof Brown,

I drybrushed the entire body. Drybrushing is the technique of dusting the surface with paint using an almost-dry brush. This needs a bit of practice at first, but it's easy to learn.

Place a newspaper in front of you while you work, and after you dip the brush in paint, stroke it several times across the paper until it's almost dry. Now you can brush the model. The idea is to streak the boards, bringing out the grain and planking lines. Now the body is starting to look like wood. If you make a mistake and apply the paint too heavily, don't worry; the next step eliminates mistakes nicely. At this point I let the model dry thoroughly, putting it aside for about three days.

The next step is to apply rubber cement to the body. This technique has been around for several years and produces top-notch peeling paint. The best results are obtained with a fresh bottle — old rubber cement could ruin the whole project. This step can be a bit unnerving if you've never tried it before, so it's wise to practice on a scrap piece.

Paint patches of the body with the rubber cement, applying it a bit on the thick side. Keep in mind that the areas you paint will eventually show through as wood. Don't put any rubber cement on areas you considered "mistakes" when drybrushing.

Now, without hesitation, pick up your latest issue of *MODEL RAILROADER* and read it for one hour. At the end of the hour prepare your airbrush with the finish paint. For the steam shovel I used Floquil no. 110184 Tuscan Red. The body was sprayed with several coats as if nothing different had been done.

Next come the decals, and again we break with common wisdom. I applied these just a few hours after the body was coated with rubber cement. Then, as soon as the last decal fluid and water had evaporated from the surface, I sprayed the entire body with a very light weathering coat of light gray. This was done with the idea that the car received some weathering before the paint started to peel.

Now comes the fun part. If you haven't waited too long, you can peel off the rubber cement with a piece of masking tape held between your fingers. If the rubber cement is sluggish in coming off, use a clean pencil eraser as shown in fig. 1. Areas not covered with rubber cement won't budge and will actually become a bit more worn when rubbed with the eraser. Rubber cement shrinks as it dries, so any excess under the final paint will hardly be noticeable.

SIMULATING METAL

Everything else on the prototype is metal. The kit used either white plastic or a very bright, shiny white metal in these areas, but in both cases the painting technique is the same.

After cleaning the model with a mild detergent to remove any film, I sprayed everything with several base coats of Floquil no. 110131 SP *Lark* Light Gray, allowing some drying time between each coat. As a final step, I brushed on a couple coats of Humbrol no. 8188 Polished Steel.

Allow several days of drying time before proceeding to the next step, buffing. Buffing is best accomplished with a clean cloth buffing wheel that's mounted on a motor tool turning at slow speed. A motor tool turning at full power will rip the paint right off the model. Don't attempt to buff every square inch of the model. This isn't possible without damaging the surface, and in real life the high points are the ones that catch the light; on the model the buffing brings this out. This shiny steel is very realistic. As with many things in the hobby there's no substitute for practice.

Some buffing can also be accomplished by hand with a clean rag and cotton swabs. Eventually you'll recognize the purpose behind the different coats of paint, as the buffed Humbrol forms a semitransparent, steel-like sheen that blends with the Floquil gray below it.

These different steps took several evenings to accomplish. The model was returned to the paint booth many times



Lee Vande Visse

Fig. 1. Stubborn rubber cement will yield to an eraser. The result is a nice effect of peeling paint.

for additional touches of the Humbrol Polished Steel, but in the end the frame and the machinery had a convincing like-new steel appearance.

WEATHERING METAL

If you're looking for a shiny, new appearance, stop here. In real life, however, steel doesn't retain this appearance for long. That's why I chose to weather the model by adding dirt, soot, ash, and rust. Much of this weathering accumulates in the cracks and corners where the buffing wheel couldn't reach.

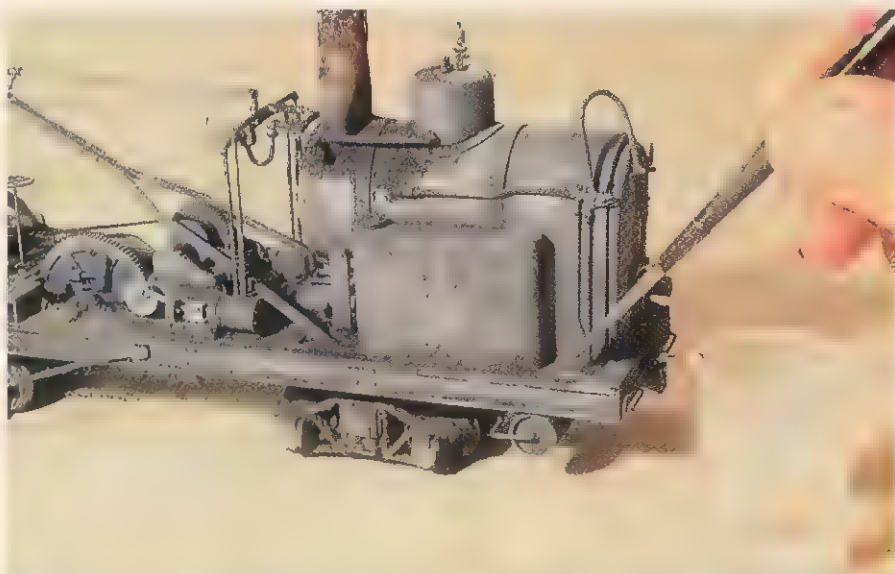
One thing that's often missing from models is texture. Too often we put our effort into the coloring of the weathering and forget that the prototype had a gritty, almost crunchy texture. We've already applied this rule to the grain of the boards on the body and to the machined surfaces of the steel. Rust that's merely streaks of paint just doesn't make it when the real stuff is lumpy and has a surface raised above the base metal. Ash should have an almost

snow-like appearance. Of course, any weathering we do should be durable and adhere to the model.

On the steam shovel, rust would have formed on the steel members exposed to the elements and excess boiler water. Black ash would have accumulated on flat surfaces around the firebox and stack where there's no regular traffic. The maintained machinery should have a shiny, oiled appearance.

Much of this can be accomplished with acrylic chalks. These chalks, which are available through art shops, can be very effective just dusted onto a model and worked into the surface with a dry paintbrush. This technique yields a very dry, dusty appearance. It can be taken one step further to provide the texture normally missing from our models.

On the steam shovel, ash would have accumulated around the inaccessible areas of the firebox to a depth of several inches. This fly ash was expelled by the stack and should look very light. It should also cover the top of the boiler.



Lee Vande Visse

Fig. 2. Fix the chalk with a drop of methyl ethyl ketone. Note the texture of the rust and ash.

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Using the black chalk and an X-acto knife, I flicked powder heavily over all these areas. In some places it was as much as six scale inches deep. It looks great, but the final rule is that it has to stay in place.

To fix the chalk to the surface of the model, I used Floquil Dio-Sol applied with a 00 or 000 paintbrush (methyl ethyl ketone [MEK] also works). The trick is to take a very small drop and transfer it to the surface of the chalk without the brush touching the chalk, as in fig. 2.

These solvents will immediately flow into the chalk without disturbing it. Once under the surface, they dissolve the carrier fluid in the Floquil gray paint and this mixes with the chalk, bonding it to the surface. This is also the reason I used several coats of base paint. Once you've acquired the right touch, this technique can be applied to all sorts of weathering, including the white alkali stains around the steam dome and water tank and small areas of rust.

Once the model has dried, try the chalks again, but this time in more isolated areas. For example, where two pipes join at an elbow there was a leak (trust me). Dab on some Floquil Grimy Black, then flick some rust-colored chalk over it. Gently blow the excess away, and the joint is rusted. This was the technique used on the smokestack. If the color isn't quite right, experiment with different colors of paint or add more chalk with a touch of MEK. This type of rust is the second best I have ever seen (the real stuff is in third place, believe it or not, but I'm getting ahead of myself).

Although I've never had difficulty with the chalk adhering to a model using this technique, I have often used touches of diluted paint to hold chalk in areas I corrected or added to at a later time. Experimenting and developing your own touch are the keys to success in this area, but the results, even after your first try, will be worth the effort.

To steal an idea from Malcolm Furlow, there's no better dirt than dirt, and that's what I used around the bucket and boom of the steam shovel. The dirt was taken from the garden behind my house. Before using it I placed it in the microwave oven to kill any beasts that might call the dirt home. I don't know if this is necessary, but it does serve to dry the dirt as well.

The next step is to arrange the dirt until you're satisfied with its overall appearance. Then go ahead and apply a few droplets of Testor's Dullcote, diluted 50 percent with lacquer thinner, to the surface. This technique is similar to the method that's used with the chalks and gives a very acceptable finished appearance.

At first the dirt will darken drastically, but then it lightens as the Dullcote dries. The result looks very realistic, and the effect can be further enhanced by adding a few dead branches and some miniature boulders.

RUSTING THE ROOF

I mentioned earlier that there's one more way to make rust that may be the best of all. This is the process I used on the roof. My attempts to determine the roof material used on the prototype of this model were unsuccessful, so I decided to work toward a galvanized steel look. These are flat plates approximately 3 x 5 feet. To model them I used .005" brass shim stock cut to size. Each piece was molded to fit and then glued in place with cyanoacrylate adhesive (CA) and accelerator.

To achieve the rust effect, I used a 50:50 solution of Radio Shack Printed Circuit Board Etch and copper patina. (This material, which is also known as Hobby Black, is generally available through stores that deal in art glass.) I brushed this solution on the surface and left it to react overnight. The next day I scrubbed the solution off with a brush and water. The final step was to brush several coats of straight patina on the roof.

These two compounds, used in combination, produce the most realistic rust I have seen, and the result can be seen in the photos. At any time you can go back and add etchant for more rust or patina for more color (the color is similar to oyster gray) to enhance the effect.

One last hint: With just a little help the etchant can "rust through" in places. This is done by cutting rough holes through the initial brass stock. The etchant will finish the job and give a pleasing rusted appearance to the edges. Keep in mind that both the etchant and the patina are poisonous and caustic; therefore, caution should be used in handling them. Neither material is flammable.

PRACTICE MAKES PERFECT

Remember that the techniques used on the steam shovel weren't meant for that model only. They're applicable throughout the hobby and, for the most part, in all scales. Each technique is best developed with practice, and no procedure should ever be tried on a finished model before you've experimented on plenty of scrap. Good luck! ☺

Your model in Paint Shop. We welcome reader contributions to this department. While Paint Shop most often deals with cars and locomotives, we'd also like to cover structures and scenic accessories that make interesting painting projects. "Contributing to MODEL RAILROADER" on page 4 explains what we need.

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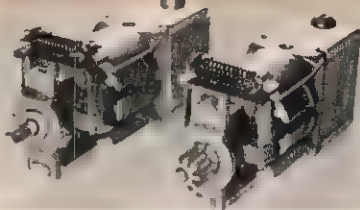
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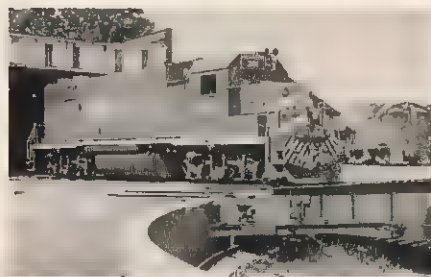
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ASK PAINT SHOP

Ask Paint Shop is a question-and-answer service of MR's Paint Shop department. Readers are invited to send questions about model painting techniques, and about prototype paint and lettering schemes, to: "Ask Paint Shop," MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187.



Jim Shaughnessy

Vermont Ry. GP38-2 no. 201 wears the road's standard red paint scheme. Lettering and striping are white, the trucks and underframe are black, and the corner handrails are yellow.

I'm very interested in modeling the Vermont Ry. in HO scale. What shade of red is suitable for that road's diesel locomotives? Also, who makes decals for VTR engines and cars? — Christopher Nelson, Pelham, N. Y.

Judging from color slides we have on hand, Floquil no. 110065 Signal Red looks like a close match to the color used on Vermont Ry. units. Herald King offers sets of HO scale decals for VTR hood units (no. L-550), switchers (no. L-551), and boxcars (nos. B-551 and B-552). — Jeff Wilson

Kansas City Southern color update: In the Ask Paint Shop column in the October 1991 issue of MODEL RAILROADER, Philip Hoffman inquired about the correct color of KCS gray locomotives. I, along with some fellow members of the KCS Historical Society, have had good results painting our models with Scalecoat II no. 2020 Maintenance-of-Way Gray, Testor's Model Master FS 36320 Dark Ghost Gray, or Floquil no. 110009 Primer (with a few drops of no. 110050 Dark Blue added).

Of these, I prefer the Scalecoat II gray. That's because I wanted a gray that was light enough to show off the red lettering and numbers and still be dark enough to contrast with the white KCS diesels on my layout.

If it's any consolation, the prototype seems to be having as much trouble matching paint as we model railroaders are. Units have been painted by the KCS, EMD, and a number of rebuild companies, and there's a noticeable difference among them. So my advice to modelers is simply to pick a gray that looks good and stick with it; don't worry if it isn't an exact match. — Dave McMullen, Texarkana, Tex.



This shot of Union Pacific Erie-built no. 704, taken by Donald Sims, shows the correct placement of the UP shield and lettering.

Where can I get HO scale decals for early Union Pacific diesels? I'm trying to find a set with the appropriate heralds and lettering for the UP's Fairbanks-Morse Erie-builts. Please help out a naked yellow A unit! — Al Wilkinson, Barrie, Ontario

Anything to cover up a naked diesel, Al. Microscale set no. 87-109, UP passenger cabs 1948-71, includes the correct heralds and lettering. This photo shows the proper placement of the lettering and UP shield. — J. S. W.

The Paint Shop column in the August MR included a photograph of a Frisco (St. Louis-San Francisco Ry.) E8. The caption states that the lettering and nose and body stripes are "metallic chrome" outlined in white. When they were delivered, didn't the E units wear metallic gold stripes and lettering? — David Gaines, Birmingham, Ala.

The Frisco's lettering diagram for E units shows that the "gold" color was Dupont Duco 261-30890, which was officially named "Metalli-Chrome." The color does look like gold, so most books and magazine articles that make reference to the color simply call it "gold." Sorry for the confusion. — J. S. W.

Acrylic paint formula correction: My Pacra color mix chart in the October 1991 Paint Shop feature on acrylics had a formula with two numbers transposed. The formula for Southern Pacific scarlet should read: 12 parts A7, 9 parts A8, and 5 parts A14. I hope any modelers trying the mix that was listed were able to surmise that A12 (light green) shouldn't be a part of SP scarlet! — Roger Watkins

Nickel Plate caboose correction: Some incorrect information on prototype numbering crept into my November 1991 Paint Shop story on Nickel Plate Road cabooses. The scheme shown was originally applied to the road's cupola-style wood cars as well as steel cars acquired from the Wheeling & Lake Erie, numbered in the 700 series. As the NKP began building and buying steel bay-window cabooses numbered in the 400 series, the scheme was applied to them as well. — Montford Switzer

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2806	Lionel Lumber Truck	11.25
2808	Mobile Tractor	11.25
2811	Alka Seltzer Trailer	11.25
2805	Intermodal Containers	11.90

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7615	N.P. Standard Caboose	75.00
	Both For	750.00
8305	Lackawanna MU Dummies	350.00
8018	Southern 2-8-2 Mikado	989.00
7613	Southern Caboose	75.00
	Both For	1045.00
8506	Can. Natl Budd Cars	325.00
9023-26	Stirn Pac. Madison Cars	555.00
9412	Friscos Six Wheel Crane	56.00
9413	Friscos Flat w/Stakes	25.75
9657	Wabash Bunk w/smoke	55.00
9714	NYC Searchlight Caboose	95.00
9815	D&H Brakeman Car	67.90
7005	Cargill Hopper	36.00
7112	Erie Lac. Hopper	36.90
7207	Chgo & Ill. Boxcar	41.00
7208	U.P. Double Door Box	41.00
1724	Great Northern F-3 A-B-A	695.00
9116-20	Great Nrthn Psngr Cars	560.00
	Complete G/N Passenger Set	1229.00

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9236	N.P.R. Double Door Boxcar	34.00
9318	N.P.R. Four Bay Hopper	33.00
9411	N.P.R. Flat w/Trailer Set Only	
9527	N.P.R. Reefer	32.50
9603	GATX Single Dome Tank	36.70
7612	N.P.R. Caboose	75.00
	Set Price	655.00

AMERICAN FLYER		
9602	Northern Pacific Psngr Set	640.00
8117	N.P. PB-1 w/railsounds	165.00
8925	N.P. Passenger Coach	55.00
	Complete N.P. Package	850.00
8010	Milw. Road "Little Joe"	245.00
9006	Milw Road Caboose	41.00

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3003	A.F. Presidential Set	2625.00
3303	200 Series Tank	220.00
3605	200 Series Boxcar	220.00

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1702	Pennsy N-8 Caboose	258.00
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8304	Lac. Commuter Cars	470.00
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9015-58	Madison Car Set	485.00
7004	Mkt Centerflow Hopper	33.50
7109	N & W Three Bay Hopper	34.40
7110	U.P. Three Bay Hopper	36.40
7111	Reading Three Bay Hopper	36.40
7203	Cotton Belt Boxcar	39.90
7204	M.P. Double Door Box	39.90
7902	N J Zinc Tank Car	50.00
7903	Conoco Tank Car	50.00
9409	Southern Flat Car	23.50

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1401	Pennsy Box Car	115.00
1501	B and O Hopper	115.00
1701	NYC Caboose	139.00
	Set Price	469.00

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8008	N.H. EP-5 Electric	240.00
8009	Genl Motors GP-7	227.00
8310	Mkt Boxcar	28.00
8707	N.H. Caboose	33.00
8914	Mopac Psngr Car	60.00
8915	Mopac Vista Dome	60.00

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2791	Animated Psngr Station	78.00
2768	Burning Switch Tower	95.00
2719	Refreshment Stand	58.00

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785	Grey Hudson	900.00
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9702	Penn Gold Caboose	79.00
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of the former GDR (ITSELF A COLLECTOR'S PIECE)

PRICE OF THIS LIMITED SET IS \$158.50 AIRMAIL POSTPAID

We also have now ready our new price lists, which we
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This undated photograph of Clinchfield business car no. 1, which was taken by S. K. Bolton Jr.,
plainly shows the large "CLINCHFIELD" lettering as well as the placement of the car number.

I've painted several Athearn standard
heavyweight passenger cars, and plan to
letter them for the Clinchfield. However, I
can't find a photo or diagram showing the
spacing of the "CLINCHFIELD" lettering
or the placement of the car numbers.
You're my last resort. Help! — John Ku-
bach, Weddington, N. C.

Never fear, John. The accompanying
photo of Clinchfield business car no. 1
shows the lettering scheme that was
found on most of that railroad's passen-
ger equipment. Note the "C. C. & O."
(Carolina, Clinchfield & Ohio) letter-
ing that's centered above the car num-
ber. — J. S. W.

I would like to paint a Union Pacific 4-8-2
and some standard passenger cars in the
two-tone gray color scheme. Can you
provide matches for this scheme using
Scalecoat paints? — John C. Molls, Chi-
cago, Ill.

The September 1988 issue of MODEL
RAILROADER contained a Paint Shop
feature on the UP's "greyhound" pas-
senger steam locomotives. In that arti-
cle, Andy Sperandio suggested using
Floquil nos. 110150 D&H Gray and
110185 Guilford Gray. If you want to
use Scalecoat, I'd suggest nos. 16 D&H
Gray and 33 UP Dark Gray. — J. S. W.

More Ask Paint Shop on page 175

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18010	Penn S-2 Turbine	call for avail
51702	Penn N-8 Caboose	call for avail
18304	Lackawanna Commuter Cars	call for avail
11722	Girl's Train	call for avail
11700	Conrail Set	SALE 650.00
19015-8	Madison Cars	call for avail
11711	Santa Fe A-B-A	call for avail
18007	Southern Pacific GS-2	call for avail
18011	Classic T-1 & Caboose	call for avail
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13803	Auto Racing set	679.99
13807	Extra St. Track	Ea. 17.99
51004	Blue Comet	SALE 879.99
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51401	Penn Boxcar	119.99
51501	B & O Hopper	119.99
51701	NYC Caboose	139.99
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12782	Lift Bridge	389.99
12791	Animated Station	81.99
17004	MKT Hopper	33.99
17109	N & W Hopper	34.99
17110	U.P. Hopper	38.99
17111	Reading Hopper	38.99
17203	Cotton Belt Boxcar	39.99
17204	Missouri Pacific Boxcar	39.99
17610	Wabash Caboose	75.99
17902	NJ Tank Car	51.99
17903	Conoco Tank Car	51.99
18406	Operating Track Maint	89.99
18410	Penn Burro Crane	119.99
19409	Southern Flatcar	22.90

American Flyer

49601	Missouri Pac. PA-1 set	call for avail
49914	Missouri Pac. Pass car	call for avail
49915	Missouri Pac. Vista Dome	call for avail
49008	New Haven EP-5	call for avail
48707	New Haven Caboose	call for avail
49003	U.P. Searchlight Car	53.00
48310	Missouri, Ken & Texas	28.49
49009	General Motors GP-7	229.99

Collector Items—1990 & Earlier

Cars for So Pacific GS-2	
2300 Oil Drum Loader	
2318 Opr Control Tower	
2323 Opr Freight Station	
8404 San Fran Trolley	
8578 Fallst Tamber	
11707 Silver Spike Set	
Fallen Flags Set #3	
Fallen Flags Set #4	
Fallen Flags Set #5	
18401 Lionel Hand Car	
18408 Santa Hand Car	
11705 Chessie Set	
9224 Opr Horse Car Set	
700 E w/case	
18008 Disney w/case	
18009 L-3 Mohawk	
11713 Dash-8 set	
18503 So Pacific Switcher	
18411 Can Pacific Fire Car	
17900 Santa Fe Tank	
17901 Chevron Tank	
19801 Lighted Poultry Car	
61552 Burlington Limited Set	
19515 Milw Stock Car	
19656 Milw Smoking Bunk	
51201 Rail Chief Car set	
17607 Reading Caboose	
18503A So Pacific Pair SALE	
19707	

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81000 Gold Rush set	249.99
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81006 Union Pacific set	255.99
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87200 Operating Handcar	64.99
87203 Santa Handcar	64.99
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82007 or 82008 switch tracks	Ea. 1.69
All accessories available	Ea. 49.99
	Please call

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—All accessories, buildings & track items

—All side-track items like T-shirts, etc.

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ATHEARN

LOCOMOTIVES ROLLING STOCK
HO Scale



The EMD SD45 featuring the Santa Fe current red "War Bonnet" paint scheme. This engine offered 3600 H.P. and was available in both freight and passenger versions. Model features 12 wheel drive and duel fly wheels for smooth operation.

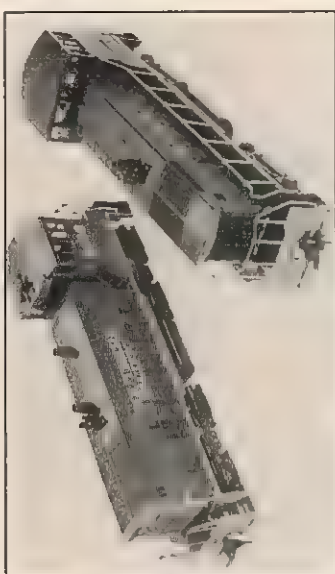


EMD SD40-2, prototype was rated at 3000 H.P., was one of the most popular locomotives in its class. Model features the usual Athearn 12-wheel drive and duel fly wheels. Assorted road names.

Athearn brings you quality in both motive power and rolling stock, all at moderate prices and made in the U.S.A. Ask your hobby retailer to show you the extensive Athearn lines of locomotives and rolling stock, all designed to make the hobby of model railroading more fun for you.



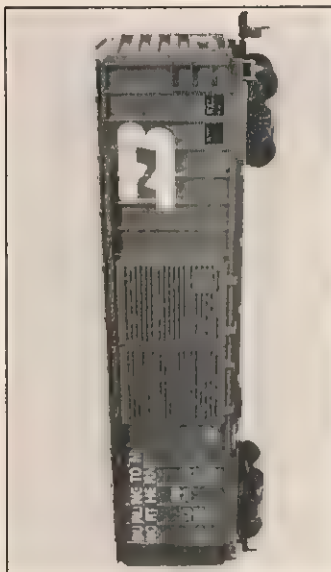
NEW ... The "IMPACT" articulated Piggyback cars feature accurate taper-down profiling with numerous add-on details special short wheelbase trucks with 28" wheels. End units and intermediate units are sold separately. Two end units in a kit with three intermediate units per kit. Thus you can have the two end units and several intermediate kits to create any length piggyback train you wish. Athearn truck trailer kits available to match the cars. Road names are Burlington Northern, Cotton Belt, IT&E, Santa Fe, Southern Pacific, and Trailer Train, or undecorated.



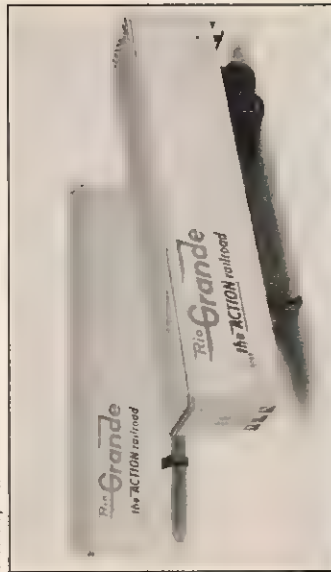
EMD SW1000, single stack and SW1500, double stack switchers. 8-wheel drives and fly wheels are featured. Assorted road names.



Another version of the SD40-2 was the 40-T2 designed for use in long tunnels with heavy trains, especially in the western mountains. Uses same Athearn drive as the SD40-2. Assorted road names.



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3070	4-Axle Green Coach	97.25
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3073	Red & Beige Coach	82.25
3080CR	Circus Coach	119.95
3081CR	Circus Combine	119.95
3082	US D&RG Coach	99.60
3083	US Yellow Combine	96.75
3084*	D&RGW Bag. Car	79.90
3106	2-Ax Grn Pass Coach	41.95
3107	2-Ax Zill. Pass Car	46.50
3125	Circus Observation Car	64.75
3167	Green Swiss Coach	165.75
3171*	DR Pass. Combine	110.25
3172	Krom & Whl Coach	86.00
3180	4-Axle Red US Coach	88.15
3181	4-Axle Red US Comb	87.60
3206	French Passenger Car	60.00
3207	Austrian Pass. Coach	78.50
3264	Schoellenbahn Coach	78.50
3267	"Furka" Swiss Car	211.75
3307	"Tammweg" Car	99.15
3407	"Krauter" Car	57.95
3530	Repair Platform Wgn	25.99
3907	LGB Promo Coach	47.50

FREIGHT CARS

4000/1	2 Axles & Solid Whls	4.75
4000/2	Pair 2-Axle Trucks	9.95
4011	Gond w/Hatches	Disc 37.95
4021	Gond w/Doors	Disc 31.40
4021CT*	Xmas Gondola	50.20
4023	Low Side Gondola	31.90
4025	Cement Silo Car	60.00
4026	Becks Beer Wagon	61.10
4028	Kronenbourg Beer	Disc 49.95
4029	Boissons Soda Car	49.95
4030	Brown Box Car	38.50
4036	Circus Animal Cage	49.95
4037	Cir. Gond. & Caravan	30.15
4038	Circus Cage Car	41.35
4039*	Spreewald RR Car	66.75
4040B	Black BP Tank Car	50.00
4040C	Silver BASF Tank Car	49.95
4040CR	Circus Tanker	99.95
4040E	Rd&WH ESSO Tanker	49.95
4040L	Beige LEUNA Tanker	41.80
4040S	Yellow SHELL Tanker	50.50
4042	Crate Car	61.50
4043	Coal Tipper Car	15.50
4044	Ore Car	17.50
4045	Stake Car w/Barrels	14.95
4047	Single Cask Wine Car	21.70
4049	Seachlight Car	86.50
4055	Cement Car	48.50
4058*	8-Axle Trans Car (Dec)	111.50
4059	Auto Transport	Disc 39.95
4061	4-Ax Red US Gondola	39.95
4065	Red US Caboose	30.50
4065L01	LGB&B Caboose	Disc 51.25
4065W03	Wh. Pass Caboose	Disc 51.25
4066	4-Ax Grn US Log Car	41.50
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4067F01	NYC Box Car	49.95
4067K01	State of Me Box Car	47.95
4068	US Cattle Car	Disc 57.50
4068N01	Northwestern Slt Car	51.50
4071*	WP&Y Caboose (Jan)	111.50
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4072P02	Gr/Wh C&M Reefer	82.95
4074Z02	Schultz Reefer	63.80
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4076M01	Burlington Hopper	66.95
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4080	4Ax Bk Conoco Tnkr	74.80
4080W01	White Pass Tanker	69.75
4080Y02	Grape Tanker	63.95
4080Y05	San Diego/AZ Tanker	74.95
4085	WP&Y Container	79.95
4085CC*	LGB '91 Conv. Car	84.00
4086	WP&Y Ore Car	80.95
4090	Lake Geo. Box Car	67.75

4091	D&RGW Box Car	81.70
4110	Low Sided Gondola	33.30
4110CR	LowSide Circus Gond	49.95
4124	Covered Gondola	40.65
4126	MOB Hi-Side Gond	35.25
4126	Thurn&Taxis Beer Car	66.35
4127	RHB "Domizil" Car	61.75
4128	Flowers&Veget Car	59.95
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4141	Graphite Mine Car	18.65
4159	Auto Transport Car	81.75
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4165	Circus Caboose	62.00
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4168	WP&Y Stakecar	Disc 57.95
4169	4-Axle Lumber Car	33.95
4174	D&RG Reefer	67.00
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4228	Henniez Freight Car	54.95
4280	4-Axle Shell Tanker	88.85
4328	Appenzeller Kase Car	62.75

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21101	Rogers Sm Freight Loco....	79.75
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21202	0-40 Switcher W/Pacific....	59.95
21203	0-40 Switcher NYNH.....	59.95
21401	4-6-2 Pacific Loco.....	217.00
21405	401-PRR, 402-B&O, 403- Mil, 404-CNJ, 405-SC	
21801	Large Sound Tender.....	60.50
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21901	Small Sound Tender.....	50.50
21912	001-PRR, "92" RG, "92" B&O, 904-V&T, 905-Burl, "92" SF, "92" SP, 909-UP, 910-NP, 911-Mon, 912-C&NW	
22001	Alco FA-1 Diesel.....	114.00
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22004	Alco FA-1 Diesel SP DL.....	117.50
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22037	Alco FB-1 Diesel LV.....	114.00
22038	Alco FB-1 Diesel RG.....	122.95
22039	Alco FB-1 Diesel RL.....	122.95
22040	Alco FB-1 Diesel SF.....	"92"
22061	Alco FB-1 Diesel SP.....	"92"
22063	Alco FB-1 Diesel PRR.....	118.00
22064	Alco FB-1 Diesel GN.....	122.95
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22068	Alco FB-1 Diesel Road.....	118.00
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22070	Alco FB-1 Diesel NH OR	122.95
22071	Alco FB-1 Diesel S RW	118.00
22072	Alco FB-1 Diesel MIL.....	118.00
22073	Alco FB-1 Diesel BN.....	118.00
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23004	2-4-2 V&T Pass Set. (Dec)	254.00
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23051	2-4-2 GN Dlx Frt Set (Dec)	230.25
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23053	2-4-2 B&O Dlx P. Set (Dec)	314.95
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31101- 31108	Sierra Combine..... 101-PRR, 102-B&O, 103-V&T, 104-D&RG, 105-ATSF, 106-SF, 107-C&NW, 108-Manon	71.00
31201- 31208	Sierra Observation..... 201-PRR, 202-B&O, 203-V&T, 204-D&RG, 205-ATSF, 206-SF, 207-C&NW, 208-Manon	91.50
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42201- 42203	Bobber Caboose..... "92" PRR, 202WP, 203NYNH	19.00
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46009	Steel Box Car Ma PacEag	37.50
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4033 Western Train Set.....	246.99
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4052 Steam Loco & Tender.....	130.99
4053 Work Train.....	83.99
4054 Western Loco & Tender.....	119.99
4101 Cattle Car.....	26.49
4104 Low-Side Gondola.....	23.49
4105 Pipe Car.....	26.49
4107 Shell Tank Car.....	26.49
4109 Steel Girder Car.....	43.99
4110 High-Side Gondola.....	26.49
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4112 Operating Hopper Car.....	26.49
4113 Container Car.....	26.49
4120 Western Passenger Coach.....	26.99
4121 Western Cattle Wagon.....	26.49
4122 Western Freight Wagon.....	26.49
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3064	A-Series Rheata Coach, slight use yellow box, was 150.....	now \$92
3081	D-Series D&RW Combine slight use, no box.....	\$190.00
3081	H-Series D&RGW Ylw Comb new, w/box, was 150.....	now \$125
4021	A-Series Gm highside Gondola some use, no box, was 175.....	now \$125
4030	A-Series Bm Box Car, slight use no box, was 180.....	now \$145
4066	B-Series Log Car, Nickel axle slight use, yellow box.....	\$125.00
4067D03	B-Series Santa Fe Boxcar, new w/box, was 145.....	now \$100
4071	REA Reefer, light use, no box was 550.....	now \$375
4076D02	Blue Santa Fe Hopper, new, w/box, was 225.....	now \$175
4080Y03	Rio Grande Water Car, w/box was 150.....	now \$109

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20501	D-Series Vedes Co. Set.....	310.00
	little use, w/box	
20512	Cardinal Beer Set.....	370.00
	slight use, w/box	
20528	Yellow Schweizer Set.....	525.00
	new, w/box	
20529	Green Schweizer Set.....	270.00
	slight use, w/box	
20532	1985 Bundegarten Set.....	450.00
	new, w/box	
20701DC	1982 Dodge City Little Billy Set, new, w/box.....	395.00
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3040	A-Series Dark Gr Coach.....	140.00
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4003A	Abele Container Car.....	175.00
	new, w/box	
4003D	DHS Container Car.....	130.00
	new, w/box	
4003S	Schneider Container.....	195.00
	new, w/box	
4003SR	Spiezleug Ring Container.....	62.00
	new, w/box	
4020	Highside Straw Br Gondola.....	175.00
	some use, no box	
4032L	B-Series Lowenbau Car.....	90.00
	slight use, no box	
4060	J-Series Flat Car.....	68.50
	slight use, no box	
4064	C-Series D&RGW Refr.....	210.00
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4066	D-Series Log Car.....	60.00
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100	Deciduous Tree 4 1/2".....	2.25
700	Dark Green Pine 8 3/4".....	2.90
701	Dark Green Pine 11".....	3.40
702	Dark Green Pine 12".....	3.75

DEPOT G

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1311	Small Elephant.....	7.75
1313	Baby Elephant.....	1.75
1319	Baby Hippopotamus.....	1.70
1345	Tiger.....	2.25
1346	Tiger.....	2.25
1349	Baby Giraffe.....	1.70
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039	Flocked Animals	
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15764	Chimpanzee.....	0.95
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408	2 Teardrops On Grass.....	0.35
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16965	Cowboy Shooting Rifle.....	3.55
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2115	Green Station Wagon.....	12.60
2118	Jeep with Surfboard.....	16.75
2120	Gold Opel Senator.....	14.50
2301	Heavy Duty Dump Device.....	13.50
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3316	4 Cows & 2 Calves.....	17.25
3321	Family of 4 Deer.....	9.65
5027	3 Cowgirls.....	14.55
5028	3 Delivery Men.....	18.10
5050	Early Engineer & Fireman.....	11.80
5051	Early Man Kissing Hand.....	14.40
5052	Early Passenger Couple.....	14.40
5053	Early Couple w/Parasol.....	14.40
5054	Early Person with Girl.....	14.40
5055	3 Early Travelers Sitting.....	15.70
5056	3 Early Travelers Sitting.....	15.70
5057	Early Dressed Up Couple.....	14.40
5058	Early Western Couple.....	14.40
5059	Early Vendor w/Customers.....	20.60
5060	Early Nursemaid with Child.....	14.40
5061	Early Woman w/Girl & Boy.....	20.60
5062	Early Family of Four.....	23.75
5063	Early Porter & Newswoman.....	14.25
5064	Early Seated Passengers.....	17.80
5300	Cow Grazing.....	5.25
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5318	3 Different Rabbits.....	3.60
5323	2 Different Cats.....	3.35
5325	Chickens & Chickens-assorted.....	9.35
5326	4 Ducks.....	5.75
5328	4 Different Pigeons.....	5.35
5335	Shepherd.....	7.75
5401	Standing Giraffe.....	10.45
5403	Standing Lion.....	5.10
5404	Attacking Lion.....	5.10
5405	Sitting Lion.....	6.30
5408	Lying Tiger.....	6.50
5409	Walking Tiger.....	7.50
5410	Attacking Tiger.....	6.00
5411	2 Tiger Cubs.....	6.75
5412	Walking Bear.....	5.35
5413	Upright Bear.....	6.30
5414	2 Bear Cubs.....	5.35
5418	Wolf.....	5.35
5426	Jumping Buffalo.....	7.85
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5430	Reindeer.....	6.60
5433	Bleating Stag.....	8.25
57151	Heavy Man in Suit.....	9.65
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7004	Truckers Standing.....	13.45
7100	Totem Pole.....	11.30
7103	Indian Child.....	5.70
7107	Dancing Indian w/Hatchet.....	7.80
7108	Medicine Man.....	9.35
7111	Running Indian w/Spear.....	7.75
7118	Sitting Indian w/Spear.....	7.15
7120	Child Sitting w/Peace Pipe.....	8.75
7127	Indian w/Lasso on Horse.....	11.25
7135	Cowboy at Saddle.....	10.60
7147	Sheriff Shooting Gun.....	7.15
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7172	Rattler Drum Cowboy.....	4.90
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7553	3 Firemen.....	17.50

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7553	3 Firemen.....	17.50

559	Shanty.....	59.95
560	Red Barn.....	56.95
562	Aunt Millie's House, white	56.95</



What were the numbers of the SP E7s? Also, who makes decals for the Daylight scheme? — Chris Myers, Downey, Calif.

The Southern Pacific rostered 5 E7 A units, which were originally numbered 6000A-6004A (one appears in this SP photo). The SP's 12 E7 B units were numbered 6000B-6004B, 6000C-6004C, and 6011B and C (6011B and C were first built for the *City of San Francisco* streamliner). The SP also had a rebuilt E2, no. 6011A, which it termed an E7AM.

In 1949 the letter suffixes were dropped from the road numbers. The A units kept their numbers (except for 6011A, which became 6017). The B units were renumbered 5900-5909 and 5916-5917.

The 6003 and 6004 sets were built in August 1947 and delivered in *Daylight* colors. The other E7s were delivered in *Golden State* colors, but had been repainted in the *Daylight* scheme by 1950.

Champ decal set BRH-22 should work fine for HO units. — J. S. W.

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Bob Montague

Members of the Pittsburgh Model Railroad Historical Society are putting a lot of time and effort into their new HO scale Mon-Valley System. Here, a Tuesday evening work crew checks plan details before getting down to work. The crew includes Ralph Stumpf, Don Drinkhall, John Lynd, Ray Mueser, Bill Humphrey, Bob Smith, Vince DeGrazia, Stanley Rosskamp, and Jim Kendall.



Model railroad clubs are invited to contribute items about their hobby activities for inclusion in this column. All listings for the New Clubs or Membership Open sections must include

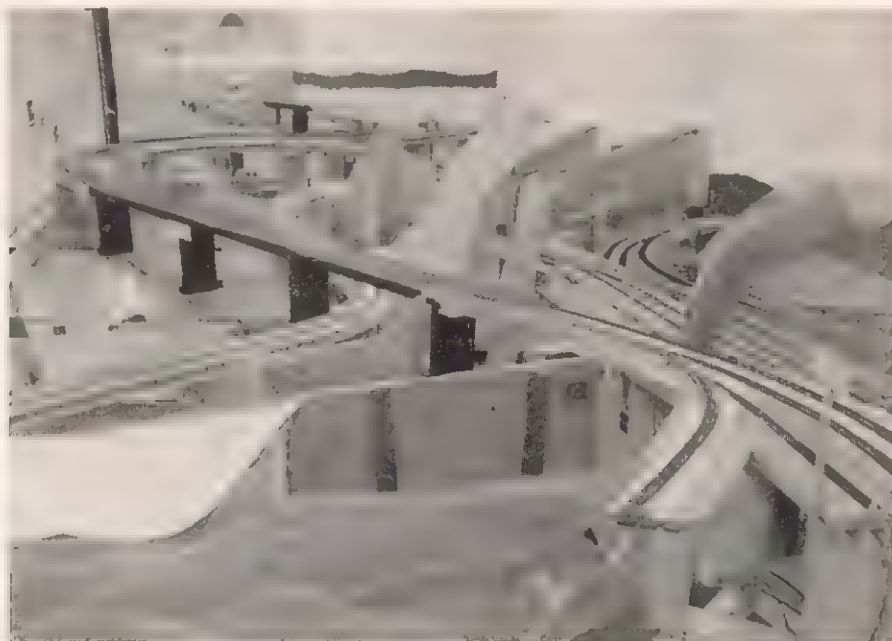
1. State and city in which the club is located
2. Name of the club
3. Scale(s) and gauge(s)
4. Street address of the clubroom
5. Meeting time(s)
6. Name and telephone number of a contact person
7. Name, address, and signature of the person submitting the information.

Please send all this information to: "Club News," MODEL RAILROADER Magazine, 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187. Inquiries to clubs should include a stamped self-addressed envelope.

THE Pittsburgh Model Railroad Historical Society has been making steady progress on their new HO scale Mon-Valley System. Club members are

now well along on construction of the 4,000-square-foot model railroad, with the benchwork nearly complete. Track-laying and installation of a computerized control system are progressing well, and some scenery is under way.

The M-V System is being modeled as a free-lanced composite of favorite railroads in western Pennsylvania. It's conceived as a Class 1 railroad that connects Pittsburgh with the Midwest and with various East Coast port cities during the 1950s. This choice allows a wide range of steam and diesel locomotives, rolling stock, and trains to accommodate different interests. As the system takes shape, the scenery will depict the region during Pittsburgh's



Bob Montague

Wide sweeping curves, long runs, and scenery that's based on specific prototype locations all characterize the new Mon-Valley System. When completed, this huge HO scale railroad will provide a look at western Pennsylvania railroading and industry as they appeared during the 1950s.

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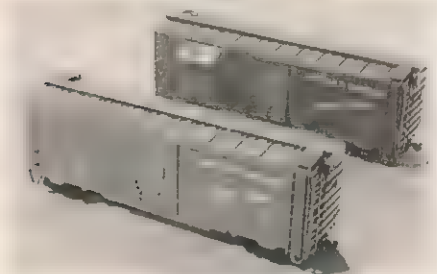
Naturally, a project of this scope takes a great deal of time and effort. Everyone contributes as much time as possible, with work sessions taking place during the day, evening, and weekends.

General membership meetings are held at 8 p.m. on the third Friday of every month. Visitors are welcome on Friday evenings between 7 and 10 p.m.

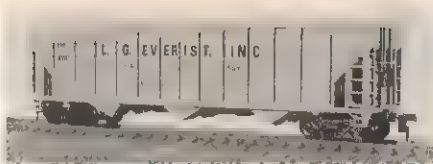
The PMRHS is located in Gibsonsia, Pa., about 15 miles north of Pittsburgh, at the intersection of Hwy. 910 and Lakeside Dr. (between Hwy. 8 and Hwy. 19). For further information, contact the club by mail at 5507 Lakeside Dr., Gibsonsia, PA 15044, or by telephoning 412-444-6944. — *Jim Hediger*

End of an era: A letter from Tom Wortmann of the Staten Island (N. Y.) Society of Model Railroaders Inc. reports that they have recently completed the teardown of their permanent HO layout. In common with many clubs who rent space, the spiraling costs of housing a permanent layout outgrew their resources. Despite the loss of the layout, the club's fellowship and construction activities are continuing with a new emphasis.

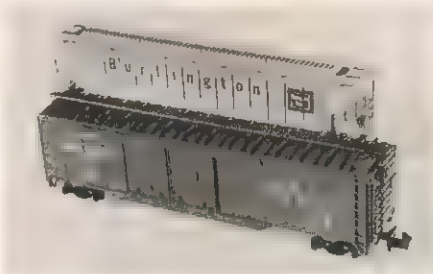
The group has decided to shift into building a modular layout. This means construction can now be done almost anywhere, with most of the resources devoted to the layout rather than housing. Meetings and work sessions are held at the homes of various members, and the full layout is assembled and run at a variety of local shows so members can still enjoy operation. — *J. D. H.*



L&N boxcars: Division 8 of the National Model Railroad Association's Mid-Central Region is now offering HO scale Accurail 40-foot boxcar kits custom-decorated in two different Louisville & Nashville RR color schemes with Dixie Line slogans. One car is boxcar red with white lettering; the other is blue with the lettering and DF emblem in yellow. Two different car numbers are available in each color. Individual kits are \$9, plus \$3.50 shipping (one or two kits); a four-car set is \$36, plus \$4.50 shipping. The kits may be ordered from Division 8 L&N Cars, 5112 Braidwood Dr., Louisville, KY 40219.



L. G. Everist hoppers: The Sioux Valley Model Engineers Society is currently selling Con-Cor HO scale 100-ton triple hoppers that are custom-decorated for L. G. Everist Inc., a quarry located in Sioux City, S. Dak. The models are painted orange, with black and white graphics. They're sold in sets of four individually numbered cars priced at \$30, plus \$3.50 shipping. The hoppers can now be ordered from the SVMES, % Larry Feay, 2301 W. Bailey St., Sioux Falls, SD 57104.



Denver N scale cars: The Denver Area N Scale Club is selling a pair of custom-decorated freight cars that were made as souvenirs of the 1991 N scale national convention. One is an Atlas 50-foot Union Pacific automobile car that comes in boxcar red with white and yellow lettering. It sells for \$7.50. The other car is a Precision Masters Burlington covered hopper in gray with red, white, and black graphics and Denver, South Park & Pacific (DSP&P) reporting marks. It's priced at \$8. A \$3.50 shipping charge must be included for one to six cars. The cars may be ordered from Dentrak '91, 7110 Routt St., Arvada, CO 80004.

MEMBERSHIPS OPEN

California, San Rafael: North Coast Model Railroad Society Inc. (HO), 2416 1/2 Fifth St. (rear). Fri. 7:30 p.m. Box 2866, 94902. Bob Burton 415-456-6451, or David L. Illuch 924-8107.

Connecticut, Ridgefield: Westchester Society of Model Engineers, New Haven & Hartford Chapter (HO), Otto Vondrak, 72 Cantioe St., Katonah, NY 10536.

New York, Bedford: Westchester Society of Model Engineers, New York Central Chapter (HO), Otto Vondrak, 72 Cantioe St., Katonah, NY 10536.

North Carolina, Asheville: Land O' Sky Railroaders, NMRA Mid-Eastern Region Div. 8 (Ntrak, HO) CP&L Bldg. 1-40 and Hwy. 191. 1st Wed. Kent Roberts 704-648-6993, or Craig Weeke 298-8809.

Pennsylvania, Bethlehem: Black Society of Model Engineers (multiple scales), 900 E. Macada Rd. Tue. 7:30 to 10:30 p.m. J. M. Sanderson; 215-252-3185. **Greentown:** Westchester Society of Model Engineers, Lackawaxen & Stourbridge Chapter (HO), Otto Vondrak, 72 Cantioe St., Katonah, NY 10536.

NEW CLUBS

Idaho, Pocatello: Pocatello Model Railroaders (O, HO), 343 E. Bonneville. Wed. 7 p.m. Peta Petersen 208-238-0837.

Oregon, Hood River: Mid-Columbia Model Railroad Club (N, HO), 1528 Columbia St. Fred A. Lenhart, same address 97031; 503-366-7968.

Pennsylvania, Lansdale: Keystone N-Trak (N modular), United Methodist Church, Fourth and Broad Sts. Stan Houpt 215-584-8987; Dave Seguin 783-5779; or Rich Bortz 968-2043.

Virginia, Reston: Northern Virginia N-Trak (N modular), Northern County Governmental Center, Cameron Glen Rd. Sun. eve. Dennis Austin 703-444-7198 eve ☐

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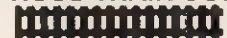
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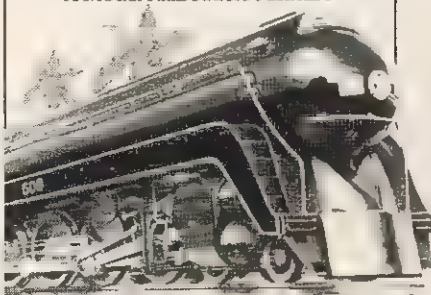
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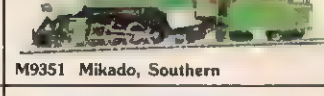
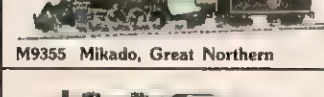


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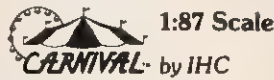
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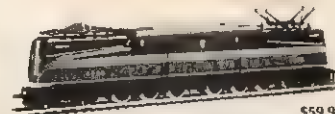
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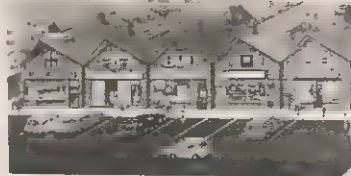
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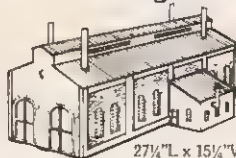
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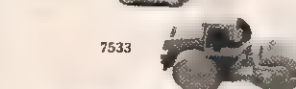
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Heavy electrics handle most of the standard gauge rail traffic throughout Switzerland. In this photo from Swiss Federal Rys., one of its locomotives is leading a northbound freight out the 9-mile-long St. Gotthard Tunnel near Göschenen. The meter-gauge Schöllenenbahn Line heads up the gorge toward Andermatt through the single-track tunnel that's visible just above the cab.



Bull session

Conducted by Jim Hediger

This column features brief commentary, anecdotes, human interest stories, oddities, photos, and items that really don't fit elsewhere in the magazine. Please write "Bull Session" at the top of your letter and mail it to MODEL RAILROADER Magazine, 21027 Crossroads Circle, P. O. Box 1612, Waukegan, WI 53187. Payment is made upon publication.

LAST FEBRUARY I had the opportunity to attend the Nuremberg Toy Fair in Germany. Since this was my first transatlantic visit, I teamed up with Bill Wischer, the product development manager from Wm. K. Walther's Inc. Bill has made this trip several times before, so he served as my "native guide."

As I prepared for the trip, George Drury's softcover book, *The Railfan's Guide to Switzerland*, provided some excellent advice on luggage: "Two pieces maximum." Specifically, it advised using a wheeled suitcase with a towing strap and a small over-the-shoulder combination camera and travel bag as the second piece. The soundness of this advice proved itself many times over.

In the weeks before our trip, the Persian Gulf crisis grew, with Operation Desert Storm commencing just before our departure. With some misgivings and numerous schedule changes, Bill and I decided to proceed, expecting to find heightened security along the way. We weren't disappointed.

Security was everywhere. Everything and everybody was checked and searched before each flight, and all personal baggage had to be claimed at each intermediate point. We flew into Zurich, Switzerland, and found that even this traditionally neutral country wasn't taking any chances. Heavily armed troops patrolled the airport and all major railway stations. Their presence was comforting yet a bit disconcerting since we're not used to seeing so many automatic weapons.

Bill and I had Eurailpasses for first-class travel throughout Europe. We started by having them validated at the Swiss Federal Rys. ticket office in the airport. Then we took an escalator downstairs for access to the railway station and numerous trains into the city. Rudy Mertz, owner of the MZZ model firm, met us at the hotel to begin a series of personally guided train rides on the Swiss railroads.

These circle trips out of Zurich included regular mainline runs and alpine meter (narrow) gauge lines. One memorable trip was on the *Glacier Express*, a train jointly operated by the Rätische Bahn, Furka-Overalp, and Brig-Visp-Zermatt railways. We rode the *Glacier Express* between Chur and Andermatt, climbing grades as great as 11 percent using a rack-and-gear system.

Next, a branchline trip took Bill and me from Andermatt, down the Schöllenenbahn, to the standard gauge main line at Göschenen, descending an incredible 17.9 percent grade en route! This last lap on the narrow gauge came

More Bull Session on page 186

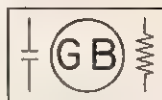


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- #5 2 Pkg 2.25

SPECIAL

10 Packs #5 Couplers
(20 Pair)
\$19.50

- #6, 7, 8, 9, 16 2.30
- #26, 27, 28 2.60
- #13 Test Kit W/Uncoupler 10.95
- #36, 37, 38 2.65 ea.
- #450 Stewart "F" Unit Conversion
Coupler 3.95

Miscellaneous

- 205 Height Gauge 2.75
- 208 Washers .015 48 pcs 1.60
- 209 Washers .010 48 pcs 1.60
- 231 Greas-em 1.30
- 235 Spring Plc 1.25
- 236 Speedi-Driver Cleaner 6.40
- 246 Coupler Tap & Drill Set 4.75
- 256 Delrin Screws #2-56 12/1.20

Uncouplers

- 307 Magne-Electric Uncoupler 5.95
- 308 Super Magnet Uncoupler 2.75
- 312 Non-Delayed Uncoupler 3.25
- 321 Delayed Uncoupler 2.95

Trucks

- 500 Bettendorf Trucks 1 Pr. 3.95
- 501 Arch Bar Trucks 1 Pr. 3.95
- 502 Bettendorf W/Coupler 1 Pr. 5.60
- 503 Arch Bar W/Coupler 1 Pr. 5.60
- 509 Andrews Trucks 1 Pr. 3.95
- 510 Andrews W/Coupler 1 Pr. 5.60
- 520 33" Wheel Sets 4.95
- 521 36" Wheelsets 6.25

CALIFORNIA

MODELS

- 1 Furniture Factory \$12.20
- 4 Buckhorn Mine Ore Plant 16.20
- 5 Black Bart Mine 6.95
- 6 Red Lane Hillside Mine 8.60
- 7 Warehouse 12.25
- 9 Enginehouse-3 Stall 13.60
- 16 Industrial Office 5.95
- 22 Amer. Chemical 21.60
- 23 Amer. Chemical-Annex 24.60
- 24 Wyoming Coal Mine 20.25
- 80 Modern Yard Tower 10.75
- 81 Grand Junction Box Factory 8.75
- 542 Rail-Truck Terminal 10.25
- 563 Complete Lumber Yard 24.60
Craftsman Type Kits

SMALLTOWN USA

- 6006 Hardware Store \$5.60
- 6007 Cab Co 5.60
- 6008 Freight Office 5.60
- 6009 Roy's Fix It Shop 5.60
- 6010 Sally's Antiques 5.60
- 6011 John's Place 5.60
- 6012 Helen's Country Kitchen 5.60
- 6013 Family Shoe Store 5.60
- 6014 Old Indian Tobacco 5.60
- 6015 Furniture Showroom 7.95
- 6016 Florist Shop 5.60
- 6017 Drug Store 5.60
- 6018 Parcel Delivery Service 5.60
- 6019 Cycle Repair 5.60
- 6020 Appliance Mart 7.60
- 7000 Sidewalk (240 HO Scale
Feet) 2.25

PLANNING
AHEAD?

We are accepting reservations
on the following:

BEV-BEL/LIFE LIKE

FA/FB Locomotive Sets

- Canadian National (Pass.
Scheme) \$135.95
- Canadian Pacific (Tuscan W/Block
Letters) 135.95
- VIA 135.95
- Sets include One Each FA2 Powered,
FB-2 Dummy, FA-2 Dummy, All with
Diff. Numbers.

WALTHERS

- 36' Gulf Tank Car 3 Pack \$23.95
Set includes Three Gulf Tank Cars
in Three Different paint Schemes

CON COR

- GP-40 \$55.95
SP (Flying Logo) #7130, #7129
- GP-38 55.95
Conrail (Blue W/White Side Sil) #7752, #7783.
- GP-38 Hi-Nose 59.95
Norfolk Southern #2743, #2762;
Norfolk & Western (Black) #4112,
#4155; Pennsylvania (Green) #2381,
#2385.

Orders for the above are taken on a
Reservation Status and will be shipped
when released by the manufacturer. Items
are expected within the next few months,
but late deliveries are not uncommon.
Include double postage if you wish us to
ship valuable items in advance of those that
have been reserved.

If you've missed out on past items due to
their limited nature this would be an
excellent way to plan for your future needs.
Reservations can be cancelled at any time
with a full refund. Credit Card orders will not
be processed until order is ready to be
shipped.

PIKESTUFF

- 4 Prefab Building \$9.60
- 5 Small Yard Office 3.20
- 6 Handcar Shed 2.40
- 7 Modern Warehouse 13.60
- 8 Modern Enginehouse 11.95
- 9 Machine Shop 11.95
- 10 Distribution Center 9.60
- 11 Add-On Office 4.40
- 15 Shops & Office 14.95
- 16 Yard Office 5.60
- 17 Loading Ramps 2.60
- 18 Diamond Tool 8.75
- 19 Fire Station 7.95
- 20 Tri Star Industries 10.40
- 5000 Mod. Shortline Enginehouse 6.60
- 5001 Motor Freight Terminal 7.95
- 5002 Modern 2 Story Office 6.75
- 5003 K.B. Tire Shack 5.20
- 5004 Trucking/RR Motel 9.95
- 5005 Multi Purpose Bldg 7.40
- 5006 General Contractor Bldg 7.95

FIVE PEAKS

- Structures
- 501 Sawmill \$63.95
- 502 Boiler House 22.40
- 503 Sawdust Bunker 19.95
- 506 Engine House 25.60
- 507 Water Tank 19.95
(Craftsman-Type Wood Kits)

PROTO POWER

WEST

- Can Motor Equipped And
Weighted Chassis, Less Shell
- GP-9, F-7, GP-35 \$56.95
- SW1500, GP-38-2, GP-50/GP-40, UB,
8-408 57.95
- GP-30, UC, SD-45, F-45, FP-45, SD-9
SD-40-2 55.95
- SD-40-2 60.95
- SD-40T-2, F-40PH 61.95
- SD-60 62.95

RAILCRAFT

- Rail Weathering Solution (3 Oz) 3.95

Nickel Silver

Flextrack — 6' 3" pcs

- Code 100 \$18.75
- Code 83 17.60
- Code 70 17.60
- Code 55 17.60

Weathered

Flex Track — 6' 3" pcs.

- Code 100 19.60
- Code 83 18.40
- Code 70 18.40
- Code 55 18.40

Railjoiners

- Code 100 2.00
- Code 83 3.75
- Code 70 3.60
- Code 55 3.50

Spikes

- Small 1,000/4.40
- Medium 800/4.95
- Large 500/4.50
- Track Gauge 2.40 ea.
- Specify Code 100, 83, 70 or 55.

Rail

Weathered (99' Per Bundle)

- Code 100 31.60
- Code 83 26.75
- Code 70 24.95
- Code 55 21.60

Non-Weathered (99' Per Bundle)

- Code 100 28.95
- Code 83 24.75
- Code 70 24.95
- Code 55 19.95

WALTHERS

CODE 83 TRACK

Turnouts

- #5 L.R. \$9.95 ea.
- #6 L.R. 9.95 ea.
- #6 1/2 Curved Turnout, L.R. 17.60 ea.
- #8 L.R. 10.95 ea.
- #7 Curved L.R. 17.50 ea.
- #7 1/2 Curved Turnout, L.R. 17.60 ea.
- #8 Curved, L.R. 17.50 ea.
- #6 Double Slip 29.95
- #8 Double Slip 33.50
- 3 Way Turnout 19.95
- #6 Double Crossover 29.95

Crossings

- Specify 30°, 45°, 60°, 90° 9.95 ea.
- Wye's 9.95
- Specify 2 1/2, 3, 4

Flextrack

- 10 pieces 42.95

Railjoiners, Metal

- 50 pieces 4.75

Transition Track

- Code 70 to Code 83 3.60
- Code 83 to Code 100 3.60

CENTRAL VALLEY

- 1000 40' Floor & Frame \$3.75
- 1001 Stock Car Kit 7.40
- 1601 Fencing 3.75
- 1602 Ladders & Stairs 3.75
- 1902 150' Pratt Truss Bridge 25.50
- 19025 Box Girders 7.40
- 190210 Bridge Ties 7.40
- 1903 72' Single Plate Girder 8.95
- 1904 72' Double Plate Girder 13.50

ENGLISH'S MODEL

- Dockside Loco \$33.95
- Undec. PRR, UP, B&O, ATSF
Powered Mechanisms For
Bachmann Locos:
- 200 PRR 4-6-2 Pacific 51.95
- 201 2-8-0 Consolidation 39.95
- 202 N&W 4-8-4 Class "J" 55.95
- 204 GS-4 Daylight 37.50
- 205 4-8-4 Niagara 37.50
- 206 Northern & Overland 4-8-4 37.50

MRPO Super Quality

CORK

- 25 3' Lengths \$18.50

ATLAS

NICKEL SILVER TRACK

- | Stock No. | Description | Price |
|-------------|-------------------|--------------|
| 168 3' Flex | (Min. 10 pcs) | \$1.75 ea. |
| 821 9" | Straight | 6 for 2.60 |
| 822 6" | Straight | 4 for 1.40 |
| 823 3" | Straight | 4 for 1.40 |
| 831 15" | Curve | 6 for 2.60 |
| 833 18" | Curve | 6 for 2.60 |
| 834 1/2-18" | Curve | 4 for 1.40 |
| 835 1/3-18" | Curve | 4 for 1.40 |
| 836 22" | Curve | 6 for 2.60 |
| 840 | Straight Terminal | 1.70 ea. |
| 843 | Bumpers | 2 for \$1.40 |
| 844 | Retailer | 3 for 2.80 |
| 845 18" | Curved Terminal | 1.70 ea. |
| 847 | Track Assortment | 1.70 |
| 849 | Uncoupler | 1.70 |

CODE 83 NICKEL SILVER

- 500 Superflex 83 (3' Length)
Min. 10 pieces \$2.75 ea.
- 550 Railjoiners 83 1.25
- 551 Code 83-100 Transition
Joiners 12/1.40

MISCELLANEOUS

- 65 Under Layout Switch Mach.
\$3.85 ea. / 10 for \$33.95
- 400 Snap Saw \$1.40
- 2540 Track Nails 1.75
- 170 Rail Joiners 48 for 1.05
- 842 Terminal Joiners 1 pair for 1.10
- 52 Remote LH Switch Mach 3.85
- 53 Remote RH Switch Mach 3.85
- 55 Insulated Joiners 24 for 60c
- 56 Switch Control Box 1.75
- 62 Manual LH Switch Mach 1.05
- 63 Manual RH Switch Mach 1.05
- 200 Snap Relay 4.75
- 205 Connector 3.70
- 210 Twin Controller 3.70
- 215 Selector 3.70
- 220 Controller 3.70
- 301 Turntable Motor 20.95
- 303 Turntable 11.95

MARK III TURNOUTS

- 280 #4 Wye \$5.75
- 281 #4 Left Hand 5.75
- 282 #4 Right Hand 5.75
- 283 #6 Left Hand 5.75
- 284 #6 Right Hand 5.75

CROSSINGS

- 12 Degree \$3.85
- 19 Degree 3.50
- 25 Degree 3.50
- 30 Degree 3.50
- 45 Degree 3.50
- 60 Degree 3.50
- 90 Degree 3.50

BRIDGES

- 81 3' Bridge Piers \$1.75
- 82 Pier Girders 4 in Package 1.40
- 883 Warren Truss 2.80
- 884 Deck Truss 2.80
- 885 Plate Girder 2.80
- 886 Pony Bridge 7.20
- 887 Curved Chord Truss 11.50

SNAP SWITCHES

- 850 Remote Left Hand \$7.70
- 851 Remote Right Hand 7.70
- 860 Manual Left Hand 4.90
- 861 Manual Right Hand 4.90

TRACKSIDE ACCESSORIES

- 701 Elev. Gate Tower \$3.30
- 702 Trackside Shanty 3.30
- 703 Water Tower 4.20
- 704 Signal Tower 4.20
- 705 Telephone Shanty & Poles 2.30
- 706 Pass. Station 5.60
- 707 Station Platforms 2 per Pk 2.60
- 715 Refreshment Stand 3.15
- 750 Lumber Yard 5.25
- 760 Roadside Restaurant 5.40
- 775 Telephone Poles 1.95
- 776 Fence & Gate 1.95
- 777 Rustic Fence & Gate 1.95
- 778 Cows & Horses 1.95
- 779 Sheep 1.95
- 790 Flat Car Load 1.60
- 791 Milk Lumber 1.95
- 793 Undec. Figures 1.95

NJ INTERNATIONAL

- Twin Coil Switch Machine \$7.75



Model Railway Post Office

1-800-328-MRPO

(1-800-328-6776)

See previous page for ordering instructions.

PECO

STREAMLINE INSULFROG

NICKEL SILVER TRACK

Turnouts

#4 L.R.	\$9.85
#5 L.R.	11.30
#6 L.R.	12.60
#6 L.R. Curved	12.60
#3 Wye	9.85
#5 Wye	11.95
Three Way	27.95
Double Slip	34.95

Flextrack

36" Wood Ties	
(Minimum 10 pcs)	3.50 ea.

Rail Joiners

Metal (24)	1.85
Insulated (12)	1.85
Switch Machine	5.25
Adapt Base	1.95
Accessory Switch	2.95

MLR

5001 Track Tool	\$2.40
5002 Parallel Tool	2.40
5005 Solder Tool	2.40
5008 Ballast Spreader	7.20
5012 Track Tool Set (One Each of Above)	13.50
5016 Flex Track Align Tool	3.40

CAMPBELL

357 Coaling Station	\$30.75
362 Passenger Shelter	15.25
367 Skull Valley Station	31.85
372 Branch Line Water Tank	15.25
384 Grain Elevator	30.75
385 Bret's Brewery	36.40
391 Ayres Chair Factory	36.60
394 Hamilton Dinghies	36.75
401 Quincy Enginehouse	39.95
402 Quincy Station	42.50
412 DeWitt's Depository	30.75
416 Suez Sash & Door	42.60
423 Kiowa Junction	28.75
435 Produce Warehouse	26.60
454 City Transfer	25.40

Craftsman Type Wood Kits

BACHMANN/ SPECTRUM

F40PH

Amtrak Phase II #206	\$32.95
Amtrak Phase II #217	32.95
Amtrak Phase II #224	32.95
Amtrak Phase III #271	32.95
Amtrak Phase III #304	32.95
Amtrak Phase III #346	32.95
Cal-Trans	32.95
NJ Transit	32.95
MBTA	32.95
RTA	32.95
Undec.	32.95

EASTERN CAR WORKS

Passenger Cars

78' Standard PB-70 Combine	
1001 Undec.	\$18.95
80' Standard Coach	
1030 Undec.	18.95
1031 Undec. (4 Wheel Truck)	18.40
80' Z-74 Business/Ovbs	
1100 Undec.	18.95
1101 Undec. (4 Wheel Common)	18.40
80' Standard P-70 FBR Arch Roof Coach	
1120 Undec.	18.95
1121 Undec. (4 Wheel Truck)	18.40
80' Standard P-70 FBR Clerestory Roof Coach	
1123 Undec. (6 Wheel Truck)	18.95
1124 Undec. (4 Wheel Common)	18.40

85' PS Streamliners

1201 RPO/Baggage-Undec.	11.95
1202 Coach, Undec.	11.95
1203 Diner, Undec.	11.95
1204 Dormitory/Lounge Undec.	11.95
1205 Sleeper 6-6-4 Undec.	11.95
1206 Sleeper 4-4-2 Undec.	11.95
1207 Obsv. Undec.	11.95
1208 Steeper 7-4-3-1 Undec.	11.95

PS Light Weight Pass. Cars

Coaches (Undec.)

1300 Commuter (Osgood Bradley)	15.95
1310 Commuter (Stainless Steel)	15.95

Baggage/Lounge, Undec.

1311 Baggage/Lounge (Stainless Steel)	15.95
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Craftsman-Type Plastic Kits

WALTHERS

CORNERSTONE SERIES

Structures

• 3010 Brook Hill Dairy Farm	\$19.95
• 3011 Central Gas Depot	15.95

MULTI-SCALE

ATHEARN

FM TrainMaster	
Powered	\$20.75
Dummy	10.40
Undec., Undec. (SP Type) Milw. C&N.W. N&W. PRR. Santa Fe SP	
Hustler Switcher (Powered)	12.40
Black, Red, Silver, Yellow, Bronze: Rio Grande	
• ROC-1 Powered	14.95
Dummy	8.25
Undec. Santa Fe, New Haven, B&O	
• ROC-3 Powered	14.95
Dummy	8.25
Undec. Santa Fe, New Haven, B&O	

"Impact" Articulated Piggyback

END UNITS 2 per Pkg. \$4.50

5550 Undecorated

5551 Burlington Northern (Green)

• 5552 Cotton Belt (Box Car Red)

• 5553 ITEL (Orange)

5554 Santa Fe (White)

• 5555 Southern Pacific (Box Car Red)

• 5556 Trailer Train (Yellow)

INTERMEDIATE UNITS

3 per Pkg. 6.75

5560 Undecorated

5561 Burlington Northern (Green)

• 5562 Cotton Belt (Box Car Red)

• 5563 ITEL (Orange)

5564 Santa Fe (White)

• 5565 Southern Pacific (Box Car Red)

• 5566 Trailer Train (Yellow)

45' PIGGYBACK TRAILERS

2 per Pkg. 5.25

5600 Undecorated

5601 Burlington Northern (Green)

• 5602 Conrail (White)

5603 CSX (Silver)

• 5604 Norfolk Southern (White)

5605 Rio Grande (Lt. Gray)

5606 Santa Fe (Silver)

WALTHERS

75' Trailer Train Piggyback Assortment

Set of 12: 8 TTX Flats and 4 ATTX

Flats Lettered for the 1960s era, all

with different numbers

3959 TTX (Single Number) ... 7.20 ea.

3960 ATTX (Single Number) ... 7.20 ea.

Multiple Numbers Only Available In

Assortment

Single Bay Airlide Hopper

Brach's Candy Three Pack

Three Different Numbers ... 22.75

50' Airlside Cov. Hoppers

A.E. Stanley (Single No.) ... 7.95

A.E. Stanley 3 Pack (3 Diff. Nos.) 22.75

32' Van Trailers ... 1 per pkg. ... 2.80 ea.

Ringsby, Glendenning, Western

Pacific, Western Maryland, Frisco,

SDD Line.

• 65' LPG Tank Cars ... 8.75 ea.

Undec. UTLX, Procor, Texas Petro-

chemicals (TXPX), PLM Railcar

Services (CITX), Aeron (NATX),

GATX.

6 Diff. Cars, One Each

Roadname

12 Diff. Cars, Two Each Roadname

w/Diff. Nos. ... 99.95

Multiple Numbers of Any Roadname

Available in Assortment Only

• FM H-10-44 Powered ... 67.95

Undec. PRR #5980, PRR #9086,

Milw #728, Milw #750, Santa Fe

#503, Santa Fe #516, Nickel Plate

#125, Nickel Plate #131, Cent. of

New Jersey #9700, Cent. of New

Jersey #9703, Canadian National

#1640, Canadian National #1658

WALTHERS/FALLER

1130 American Farm House ... \$15.50

HEKI

Trees

1010 Cedar 4 1/2"	\$4.50
1020 Birch 5"	4.50
1030 Dark Green Shape 2"	4.50
1110 Shade Tree (Flat) 7"	4.50
1111 Shade Tree (Flat) 4 1/2"	4.50
1113 Shade Tree (Flat) 2 1/2"	4.50
1121 Poplar 5"	4.50
1136 Spring Birch 4 1/2"	4.50
1151 Fern Tree 4"	4.50
1162 Oak 1 1/2"	4.50
1164 Oak 4"	4.50
1165 Oak 2"	4.50
1171 Maple 1"	4.50
1183 Hedgerow Lt. Green	4.50
1196 Summer Willow 3 1/4"	5.95
1202 Elm 6"	5.95
1212 Oak 6"	5.95
1213 Oak 5"	5.95
2110 Evergreen 1"-3"	4.50
2111 Evergreen 2"-4"	4.50
2112 Evergreen 2"-2 1/4"	4.50
2113 Evergreen 1"-1 1/4"	4.50
2114 Fir 5"	4.50
2115 Fir 4"	4.50
2116 Juniper 5"	4.50
2130 Forest Pine 6"	4.50
2131 Forest Pine 5"	4.50
2132 Forest Pine 4"	4.50
2133 Forest Pine 3"	4.50
2140 Evergreen 1"-2"	4.50
2150 Pine Ok. Green 1 1/2"-2"	5.95
2151 Pine Ok. Green 2"-2 1/2"	5.95
2152 Pine Ok. Green 2 1/2"-4"	5.95
2153 Pine Ok. Green 5"	5.95
2155 Pine Ok. Green 6"-7"	5.95

WALTHERS

1992 HO Catalog	\$11.95
1992 N&Z Catalog	8.95
• 1992 Large Scale Catalog	8.75

PERMA SCENE

10 oz. (Covers 8 sq. ft.)	\$3.25
24 oz. (Covers 22 sq. ft.)	4.75

GREAT READING

Pennsy Electric Years	\$35.95
Pennsy Diesel Years #4	35.95
Railroad Night Scene	35.25
Union Pacific (1990) Withers	37.95
Pennsy Steam, 2nd Look	30.50
New York Central's Mercury	10.40
Lehigh Valley in Color-Vol. II	35.95
Reading Diesels-Vol. I	43.95
Remember the Rock (Hastings)	11.20
Boston & Maine: Three Decades	63.95
Cabins, Crummies & Hacks Vol. I	31.95
Erie Railroad (Sweetland)	35.95
Blue Diesels & Black Diamonds	
(B&O Cumberland Riv.)	23.95
Guide to Chicago's Rapid Transit	15.95
Wheeling & Lk. Erie (Corns)	11.95
• All Aboard Amtrak	39.95
Wabash in Color	35.95
Susquehanna (Carstens)	12.75
• Erie Lackawanna Vol. I West End	35.95
Rolling Thunder	39.95
• West. Maryland in Diesel Era	35.50
Golden Decade of Trains: 1950's	35.95
• KATY Diesels to the Gulf	31.95
Route of Phoebe Snow (King)	19.95
• Spirit of Railroad	35.95
• Northern Central Railroad	31.95
• SP Blue Streak Merchandise	31.95
• Steam Era of Lehigh Valley	23.95
• Cabins, Crummies, Hacks Vol. II	23.95

CIRCUITRON

Tortoise Switch Mach	\$10.95 ea.
Supply Limited	

MASCOT

100 Jewelers Saw (12 Blades)	\$10.95
111 #1 Knife W/3 Blades	2.95
177 Drill Set #61-80 W/Stand	19.95
413 Rail Nipper	17.25
711 Scale Ruler (HO, N. O.)	5.95
777 Swiss Single Cut File (3 pcs.)	7.60
811 Swivel Head Pin Vise	4.75
833 Drill, Tap & Driver Set	26.95
855 Screwdriver Set (5 pcs.)	8.75

NORTHWEST

SHORTLINE

Quarterer	\$21.60
Puller	5.60
Sensipress	59.95
True Sander	21.60
Chopper III	22.40

KALMBACH

Basic Electricity & Electronics for Model Railroads	\$7.95
Krbashing HO Model Railroad Structures	7.20
Steam Cyclopedia	31.95
Track PIng. For Real. Operation	7.95
Scenery For Model Railroads	6.40
Track Plans For Sect. Track	3.95
How to Wire Your Model RR	6.00
101 Track Plans For Model RRs	4.75
Small Railroads You Can Build	4.40
HO Railroad That Grows	5.60
Easy To Build Electronic Projects For Model Railroaders	7.95
How to Build Model RR Benchmark	4.75
Track Planning Ideas From MR	10.40
How to Build Real. Model RR Scen	7.95
34 New El. Proj. For Modern RRs	8.75
Building An HO Model Railroad With Personality	7.20
18 Tailor-Made Model Railroad Track Plans	8.75
Contemporary Diesel Spotters Guide	15.20
Scenery Tips & Techniques	9.60
Practical Guide HO Model RR	7.20
Diesel Cyclopedia	22.50
Fun With Electric Trains	5.60
Creative MR Design	17.60
Easy MR Wiring	10.40
Treasury of MR Photos	13.60
Hist. Guide to N. American Railroads (Rev. Ed.)	19.95
• Painting & Finishing Scale Models	7.20
• Building MR Scenery	13.60
• Walkaround MR Track Plans	10.40
• American Shortline Guide, 4th Ed.	15.25

PAINT

Floquil (1 Oz Bottle)	\$1.50
Floquil (5 Oz Spray)	3.75
Floquil Barrier Spray (12 oz)	4.75
Floquil RR Weather. Kit	5.60
Floquil RR Color Set	5.60
Polly-S Railroad Colors (1 Oz)	1.50
Dio Sol (8 Oz)	3.75
Dio Sol (16 Oz)	4.50
Dio Sol (32 Oz)	6.40
Paint Stripper (8 Oz)	4.50
Paint Stripper (16 Oz)	6.40
Accupaint (1 Oz Bottle)	2.20

RUSTALL

"Rusts" Anything Kit ... \$10.50

MRC

Railpower 1250	\$19.95
Railpower 1400	28.75
Locomotion 1500	34.95
Railmaster 2400	35.95
Locomotion 2500	44.95
Dual Power 2800	43.95
Dual Loco Pack V	76.95
135 Tech II Cab Control	31.50
9000 Power Command 9000 (19VA)	55.95
9500 Power Command 9500 (30VA)	69.95
Sound 'N Power 7000	111.95

BADGER

150XF Extra Fine Air Brush	\$59.50
200-1 Air Brush	38.50
200-3 Deluxe Air Brush	

SHEEPSCOT

1010 Freight & Baggage Bldg.	\$23.95
1020 Station W/Bay Window	26.95
1030 Signal Tower W/Crossing	
Shanty	23.95
1040 150T. Coal Tower	59.95
1050 Phillips Beach Station	37.95
1063 Derrick W/Clam Bucket	28.75
1070 The Lime Company	171.95
Craftsman Type Wood Kits	

TICHY

4010 120 Ton Crane	\$22.75
4012 Hand Car/Push Car	6/7.60
4012 Wood Ore Car	2/11.50
4020 USRA 10,000 Gal. Tank	11.50
4021 50 Ton Steel Flat Car	7.25
4022 Boom Car	11.50
4023 40' Wheel Flat Car	11.50
4024 40' PFE Wood Reeler	11.50
4025 USRA 10,000 Gal. Large	
Dome Tank Car	11.50
4026 USRA Single Sheath	
Box Car	11.50
4027 USRA 2 Bay Hopper	11.50
4029 USRA Panel Side Hopper	
(Undec)	11.50
7010 400 T Concrete Coal	
Tower	107.95
8004 Coal Shed	7.60
8005 Sand House	7.60

MODEL DIE
CASTING

• 50' Tank Train-GATX	\$7.60 ea.
3 Diff. Nos.	22.50
6 Diff. Nos.	42.95
12 Diff. Nos.	81.95
UTLX Shorty Tank Cars	5.80 ea.
6 Diff. Nos.	32.75
12 Diff. Nos.	60.95
Bessemer & Lk. Erie 3 Bay Hoppers	
6 Diff. Nos.	23.75
6 Diff. Nos. W/Coal Loads	31.75
12 Diff. Nos.	43.95
12 Diff. Nos. W/Coal Loads	57.95
Norfolk & Western 40' Gondolas	4.20 ea.
6 Diff. Nos.	23.75
12 Diff. Nos.	43.95

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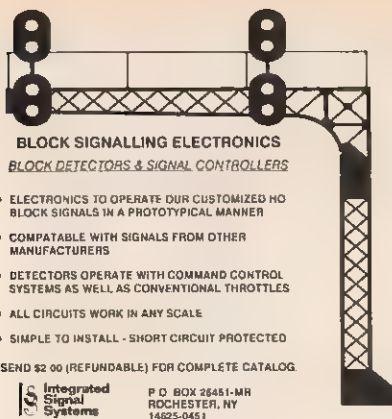
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More Bull Session from page 181

into Göschenen almost on top of the north portal of the St. Gotthard Tunnel.

Our trip from Zurich to Nuremberg included a combination of Swiss and German trains. All the equipment we rode was in excellent shape and looked amazingly clean inside and out. The ride was smooth and generally fast behind heavy electric or diesel motive power. All sorts of interesting structures and stations flew by the window, including many that looked like they were right out of the Faller, Kibri, Pola, and Vollmer catalogs.

Photographing our train proved impossible because there wasn't enough station time to reach the head end and reboard. Even at the border crossing, it took less than 4 minutes to drop off two local cars and change motive power from a Swiss electric to a German diesel.

The sheer volume of European passenger trains is amazing. One schedule board in the Zurich station listed nearly 30 trains... all departing within the next 20 minutes! These boards are updated every few minutes as trains depart. Our train was listed with three others that all left at the same time.

Our train began to move exactly on time and, as we cleared the platforms, two others appeared on parallel tracks to our left, with another on the right. All four trains accelerated rapidly as we passed through some of the most

complicated multiple-track junctions I've ever seen. One train turned away to the left, another disappeared between buildings to the right, while the third climbed a ramp to pass over us on a long curving viaduct!

Changing trains proved the wisdom of George's luggage comments. European stations have multiple platforms connected by subways. Crossing tracks is strictly prohibited, and there seems to be some sort of rule that the connecting train is never right across the platform. Most of the time, Bill and I had to descend a stairway into the subway, check a schedule poster to locate the departure track, walk through the subway, and climb another stairway up to the platform. This may not sound like much, but in a 25- or 30-track station, it becomes quite a workout. Even my medium-size suitcase began to feel like a footlocker after a day or two.

Bill clued me in to stay near the middle of the platform and keep an eye out for passing trains. Express trains roar right through the stations at speed, often at times when the platform is full of people waiting for a following train. Everyone is expected to stay back and out of the way.

A large sign near the stairway shows the makeup of each train using that platform. Symbols show the train consist, including the locomotive and first- and

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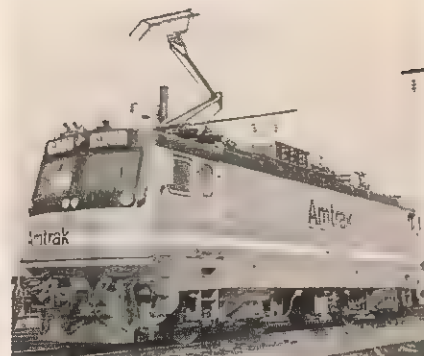
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second-class cars, and the position of the food service car. Letters A through E are marked above the consists to correspond with signs hung beneath the platform roof. Everyone moves to the appropriate platform before the train arrives. Many of the stations also had changeable signs along the platform to display train and destination information.

European station stops are very short, usually no more than a minute or so. There isn't much time to move very far, especially with a suitcase. We looked for the nearest first-class car and checked its destination sign before boarding. More than once, we discovered the train we were looking at was the one *ahead* of our train due to the close headways. It wasn't unusual to have one train drifting into the track as the previous one cleared the other end.

All the car doors have an electro-pneumatic latching system that releases when the train stops. Passengers are expected to open their own doors to board or leave the train. Everyone handles his or her own luggage as well. In the small stations, the guard (conductor) blows a whistle just before departure. Larger stations use a pleasant-sounding two-note chime over the public address system. The doors latch automatically as the train begins to move.

Nuremberg proved to be a beautiful, modern city with an excellent public

transportation system. Bill and I each bought a special Toy Fair pass, good on all the city's trains, subways, street-cars, and buses. One subway station was close to the hotel, so the trip to the fairgrounds took less than 20 minutes.

The Toy Fair is a huge undertaking, occupying nine exhibition halls, with hundreds of exhibitors in each one. As a trade show, it isn't open to the public and cameras aren't allowed. Most of the model railroad manufacturers were in one hall, but it was interesting to take a look at the toy halls as well. Most booths were far more elaborate than those seen in American trade shows. Lighted showcases, superb graphics, and fully finished operating layouts and dioramas were everywhere.

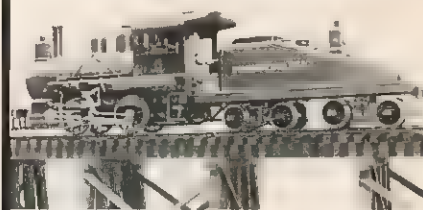
My first day involved looking over the displays and making appointments to visit various manufacturers later in the week. Meetings are conducted in private hospitality rooms built within the displays. In these controlled-access areas manufacturers show preproduction samples and do their sales work.

Judging from the quantity and quality of the models, European model railroading is thriving. One look around, and I realized that the European items sold in the United States represent only a tiny fraction of what's available. Naturally, there is a heavy emphasis on passenger trains. Models of nearly

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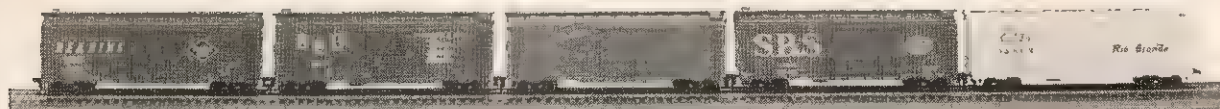
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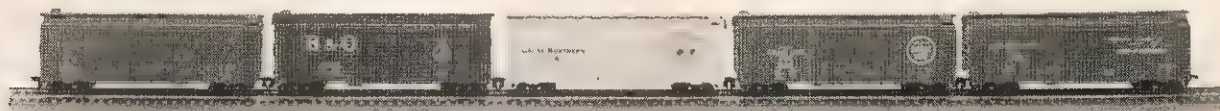
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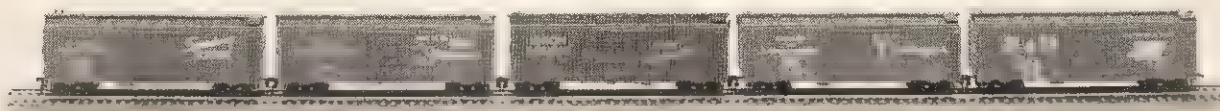
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all the different cars and locomotives in regular service are made somewhere. Freight models are also widely available, but they aren't nearly as popular as the passenger equipment.

The passenger car models are finished to a much higher degree than anything sold in North America. These models are also far more expensive. All the cars on display included superb interior detailing, special lighting, and window glazing with heat-stamped frames and curtains. One HO dining car even had place settings molded into the tabletops, heat-stamped silverware, and working lamps!



The plastic structure companies had their entire lines of kits built into

beautiful villages and special dioramas. Nearly all of these operating layouts included a castle, like this N scale structure from Pola. That's because many towns grew up around these historic sites. All sorts of finishing touches were included in these display layouts such as lighting, animation, and dozens of vehicles and figures.

At the other extreme, one electronics manufacturer had a clear Plexiglas layout that demonstrated all the wiring and control devices involved in the firm's operating signal system.

Throughout the trip, I saw a number of European layouts and several manufacturing plants. Many of their modeling techniques are similar to those seen and used in North America. Others, such as the computer-controlled tool-making equipment, were very advanced. Highly sophisticated command control systems are offered by many firms, but most didn't include the workaround capability found in the United States.

In any case, this trip proved to be an eye-opener. I've always been aware of European trains and model railroading through the hobby magazines and products exported to the United States. However, I had no idea of the quantity or sophistication of the models that are available. I think both European and American modelers have a lot to learn about each other. — *Jim Hediger*

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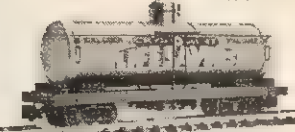
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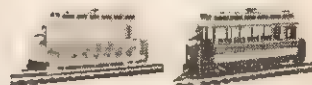
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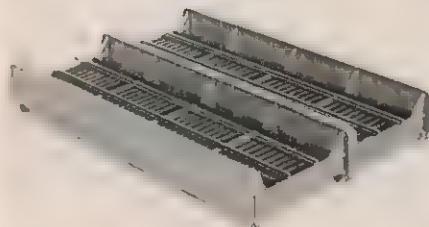
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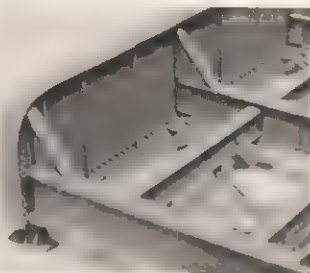
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Eli Whitney Museum exhibit: New Haven, Conn., is blessed with many fine museums. One of the more noteworthy is the Eli Whitney Museum, which depicts the industrial history of New Haven and one of its most prominent citizens, inventor Eli Whitney. Each year museum director Bill Brown, his staff, and volunteers prepare an exhibit of miniature trains for the region's children. The exhibit is intended to be a hands-on experience for young people.

Every year, Lester Case (an electronics technician and museum volunteer) constructs a four-track toy train layout. Each of the four loops is powered individually, and the controls are arranged for use by youthful visitors. This year's exhibit is entitled "Gilbert Magic," and it will run from Thanksgiving weekend through January 15, 1992.

With so many hours of operation, the trains suffer from overuse and need constant maintenance to keep them running. Additional trains were purchased last year with the help of Ammato's Toy and Hobby Shop in Middletown, Conn. This acquisition took some financial assistance, so a unique fund-raising effort was undertaken.

Cheever Tyler, a friend of the museum, suggested running a tour of local model railroads to raise funds. The tour was combined with a dinner at the museum that included a presentation by Norman Fineberg, who exhibited and ran trains from his tinplate collection.

Then vans transported the guests to three nearby layouts, in G, O, and HO scales. There they could view the layouts and join in operating the trains. The fee was \$100 per person, which brought the museum more than \$4,000 to use for the acquisition and maintenance of the operating toy trains.

The reaction of the participants was enthusiastic. And all visitors indicated they would like to return.

The Eli Whitney Museum is located at 915 Whitney Ave., Hamden, Conn.; 203-777-1833. "Gilbert Magic" is part of a larger display of toys and appliances made by A. C. Gilbert. — Bert Sacco

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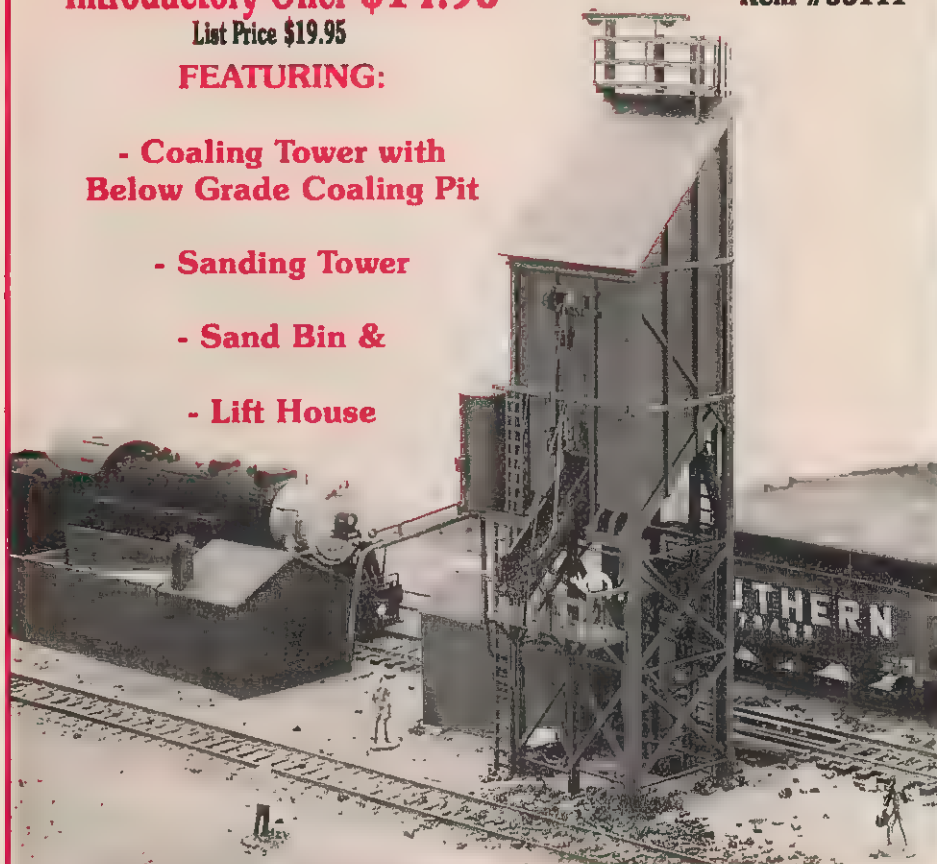
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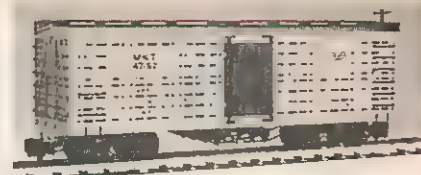
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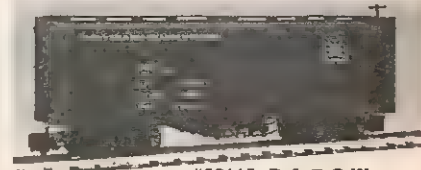


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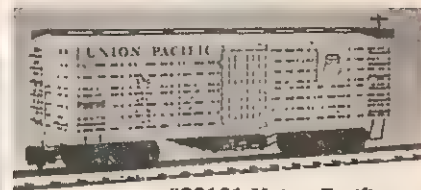
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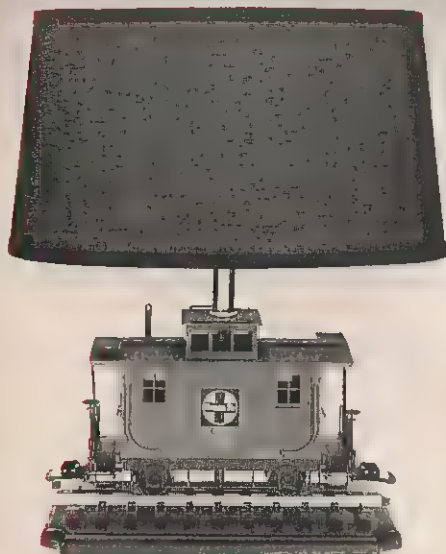
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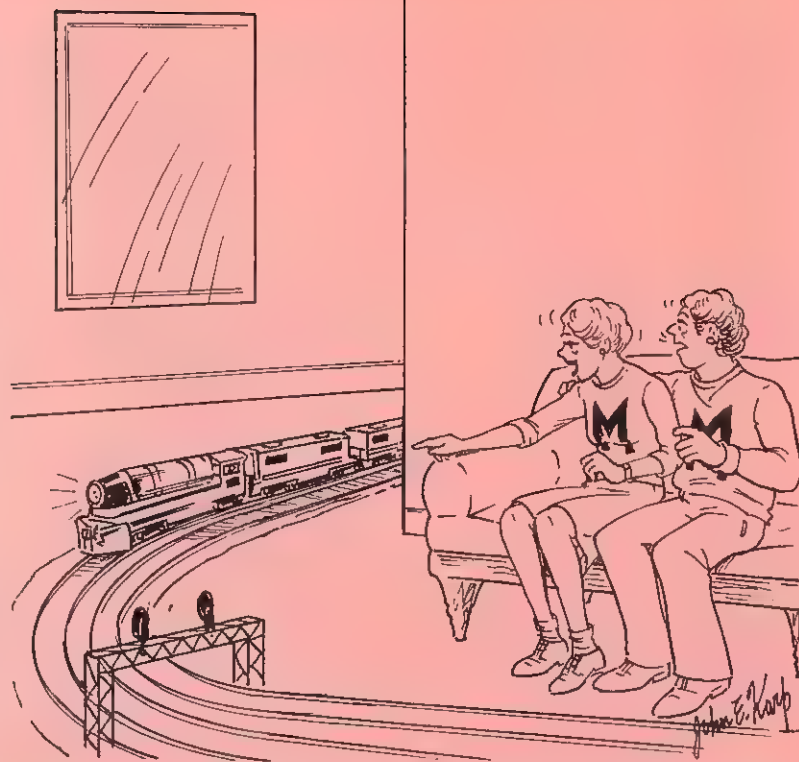
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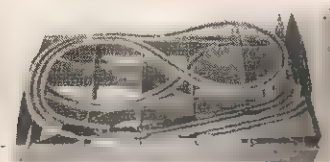
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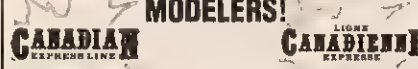
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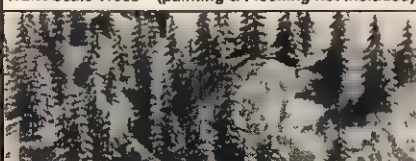
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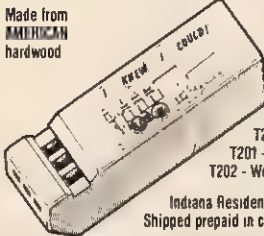
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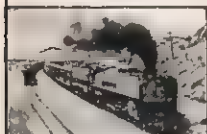
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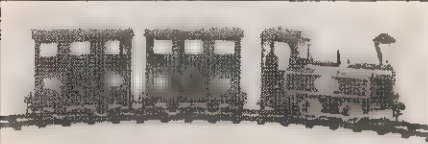
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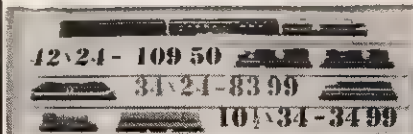
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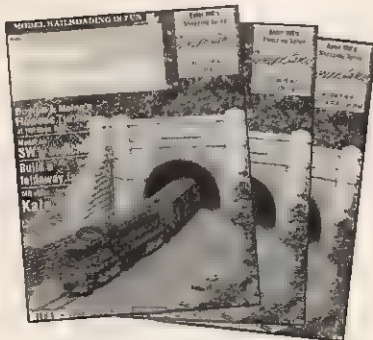


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LEADING MODEL RETAILERS

SAY YOU SAW HIS DIRECTORY AD IN MR

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JUST TRAINS
41 Hwy 34 201-409-2772

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THE MODEL RAILROAD SHOP, INC.
Vail Ave. & New Market Rd. 908-968-5896

NEW JERSEY — Flemington
HO, N, Lionel and LGB Repairs, books and brass. Open 7 days 10:30-5:30

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Turntable Junction Bldg. 22, Church Street 908-782-3474

NEW JERSEY — Hillsdale
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Romaine Rd. 201-263-1979

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STEVE VARGA'S HOBBY SHOP
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2920 Route 23 South 201-697-1888

NEW JERSEY — Ramsey
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HI - WAY HOBBY HOUSE
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NEW JERSEY — Red Bank
A full line hobby shop. Featuring LGB, O-27, HO, N, Z, American & Marklin. Open 7 days a week.

HOBBYMASTERS
62 White St. 908-342-6020

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38 Ames Ave. 201-438-4588

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D & S HOBBIES
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THE GINGERBREAD STOP
174 Mt. Bethel Rd. 908-647-1660

NEW JERSEY — Wayne
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2360 Hamburg Tpk. 201-831-0105

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Lewis Stone's Railroad Paint Shop
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NEW YORK — Astoria, L.I. City
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RUDY'S CONFECTIONERY & HOBBIES
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NEW YORK — Billings
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Billings Model Train & Hobby Center
Billings Plaza, Rt. 82 914-223-7570

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GEORGE'S CABOOSE
85 Robinson St. 607-771-8358

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SUSIE-Q HOBBY SHOP
Bushville-Swan Lake Road 914-282-0921

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NORTH CAROLINA — Raleigh

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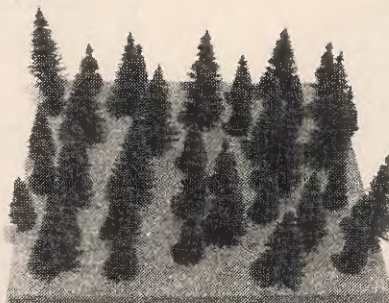


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COMING SOON..... THE NEW N SCALE EMD F7 FROM KATO PRECISION RAILROAD MODELS. THE NEW F7 IS A FINE ADDITION TO KATO'S CONTINUING SERIES OF HIGH PERFORMANCE LOCOMOTIVES. A POWERFUL KATO FIVE-POLE MOTOR WITH DUAL-MACHINED BRASS FLYWHEELS COMBINED WITH DIRECTIONAL HEADLIGHTS AND BLACKENED WHEEL SETS WILL HELP THIS FINELY DETAILED LOCOMOTIVE CARRY MODEL RAILROADING INTO THE MODERN ERA.

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TECH II ...so powerful it took 15 locos at one time to put it to the test

MRC's transistorized Tech II with Proportional Tracking Control™ (PTC) is like no other train control series ever made. Before we put it on the market we explored its capabilities with sophisticated performance testing. To evaluate power, our engineers arranged 15 HO locomotives and connected them to the Railmaster 2400. Now that's quite a draw.

As we applied the power and smoothly accelerated, the Railmaster took the locos, at scale speeds, around the pike, up the grades and into the yard without a stutter. While we don't recommend you run 15 locos from the 2400 at the same speed in the same direction, and while you may never need the muscle to pull 15 locos simultaneously, this test is indicative of the power reserve you can expect from Tech II. The power to command added locos and accessories.

You'll never know how well your loco can perform until Proportional Tracking Control (PTC) takes command

PTC not only gives you pulling power, but it locks onto the engine assuring tighter, surer control between pack and motor. Subtle speed variations

are instantly relayed permitting the engine to respond without hesitation. In addition, Tech II's control circuitry lets you crawl at speeds extremely slower than conventional packs. UL approved, of course.

TECH II™



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TECH II with Proportional Tracking Control consistently gets the most out of your loco.

